Appendix K

Community Impact Assessment

Job No. 100018536

APPENDIX K
COMMUNITY IMPACT ASSESSMENT
FOR ENVIRONMENTAL JUSTICE COMMUNITY OF GULFPORT

Prepared for:

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Acronyms and Abbreviations

BMC	Biloxi Marsh Complex – Northeastern Outlying Islands
CEQ	Council on Environmental Quality
CIA	Community Impact Assessment
cy	cubic yards
dB	decibels
dBA	A-weighted sound level
DMMP	Dredged Material Management Plan
EIS	Environmental Impact Statement
EJ	Environmental Justice
EJ Community	low-income or minority population
EO	Executive Order
FHWA	Federal Highway Administration
FNC	Federal Navigation Channel
GRPC	Gulf Regional Planning Commission
Gulf	Gulf of Mexico
HHS	Department of Health and Human Services
I-10	Interstate Highway 10
L_{dn}	day-night sound level
LEP	limited English proficiency
LOS	level of service
LRP	Long-Range Plan
mcy	million cubic yards
MDMR	Mississippi Department of Marine Resources
MSA	Metropolitan Statistical Area
msl	mean seal level
MSPA	Mississippi State Port Authority
ODMDS	Ocean Dredged Material Disposal Sites
PGEP	Port of Gulfport Expansion Project
Port	Port of Gulfport, Mississippi
ROI	Return on Investment
TEU	Twenty-foot Equivalent Unit
TWLTL	two-way left-turn lane
US	U.S. Highway
USACE	U.S. Army Corps of Engineers
USCG	U.S. Coast Guard

1.0 INTRODUCTION

1.1 COMMUNITY IMPACT ASSESSMENT PURPOSE

The purpose of this Community Impact Assessment (CIA) is to evaluate how the Port of Gulfport Expansion Project (PGEP) at the Port of Gulfport, Mississippi (Port) would affect the community and its quality of life and specifically the environmental justice (EJ) communities within the area. The CIA evaluates the overall potential effects of the project on the people, institutions, community, organizations, and the social and economic setting of Gulfport, Mississippi with regard to the area's low-income and minority populations.

Environmental Justice was first presented in Presidential Executive Order (EO) 12898, entitled Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. It required that each federal agency "…shall make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations…" The three fundamental principles of EJ are as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or substantial delay in the receipt of benefits by minority and low-income populations.

EO 12898 mandates that federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of the programs on minority and low-income populations as defined by the following:

- Low income means a household income at or below the Department of Health and Human Services (HHS) poverty guideline. The 2012 national poverty level is $23,050 for a family of four or four persons in a household (HHS, 2012).
- Low-income population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed Federal Highway Administration (FHWA) program, policy, or activity. Unlike the Council on Environmental Quality (CEQ) guidance on minority population, no EJ order or guidance document contains a quantitative definition of how many low-income individuals constitute a low-income population. The FHWA defines low income as "a person whose household income level is at or below the HHS poverty guidelines."
- Minority means a person who is:

  - Black (having origins from any of the black racial groups of Africa),
  - Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race),
  - Asian-American (having origins from any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands), and
  - American Indian and Alaskan Native (having origins from any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

- Minority population means any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy, or activity. Minority populations were identified based on the federal CEQ guidance document *Environmental Justice: Guidance Under the National Environmental Policy Act*. Based on this guidance, minority populations should be identified where either: (a) the minority population of the affected area exceeds 50 percent, or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.
- Disproportionately high and adverse effect on minority and low-income populations means an adverse effect that is predominantly borne by a minority population and/or a low-income population or would be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that would be suffered by the non-minority population and/or nonlow-income population.

Additionally, EO 13166, "Improving Access to Services for Persons with Limited English Proficiency," requires federal agencies to examine the services they provide and identify any need for services to those with limited English proficiency (LEP). The EO requires federal agencies to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate the prohibition under Title VI of the Civil Rights Act of 1987, 42 USC 2000d and Title VI regulations against national origin discrimination.

Persons that are protected by the two EOs are the focus of this Community Impact Assessment. Essentially, the CIA largely considers the direct impacts from the proposed project including construction related "temporary" impacts as well as indirect impacts, those impacts which the project may induce. The CIA will also evaluate whether the PGEP would have disproportionately high and adverse effect on minority and low-income populations when compared to the community as a whole. A disproportionate adverse effect means that an adverse effect would be predominantly borne by a minority population and/or a low-income population or would be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that would be suffered by the nonminority population and/or nonlow-income population.

1.2 PROJECT BACKGROUND

1.2.1 Project Information

The Port is located south of the City of Gulfport, Harrison County, Mississippi, within the city limits and is approximately 80 miles west of Mobile, Alabama, and 80 miles east of New Orleans, Louisiana (Figure 1). The Port encompasses approximately 275 acres within five miles of the Gulf Intracoastal Waterway, 10 miles from the Gulf of Mexico (Gulf) and Gulf National Seashore, and approximately seven miles south of Interstate Highway 10 (I-10).

The project proposes to expand the facilities (see Figure 2 for existing Port facilities) at the Port to provide appropriate infrastructure for handling up to 2.0 million Twenty-foot Equivalent Unit (TEU) annually. Such an effort involves the dredging and filling of open-water bottom in Mississippi Sound, the construction of wharfs, bulkheads, terminal facilities, container storage areas, intermodal container transfer facilities, placement of new-work and maintenance dredged material, construction of a breakwater, and potentially modification to the federally authorized Gulfport Harbor Federal Navigation Channel (FNC). The proposed expanded Port facility would be elevated to up to +25 feet mean seal level (msl) to provide protection against future tropical storm surge events. It is anticipated that construction of the proposed Port expansion would not occur until the market demand at Gulfport exceeded available capacity.

1.2.2 Project Need

The Port currently has limited capability to grow in size. To provide long-term growth for the Port, the Port requires additional acreage to attract new tenants or concessionaires that would utilize a semi-automated container terminal. The ability to recruit tenants and concessionaires is constrained by the Port's capacity. Unencumbered land available on the restored Port will be very limited and will be utilized, along with automation and improved intermodal infrastructure, to realize the effective capacity of up to 1.0 million TEUs by 2060. Therefore, additional backlands, wharf space, and automation are necessary for increasing Port capacity to meet expected needs. Increased Port capacity would enable the Port's to contribute to future employment opportunities and economic growth in Gulfport and its surrounding communities (Appendix C of the Environmental Impact Statement (EIS), Economic Impact Analysis).

Annual throughput at the Port is also constrained by the ability of ships to call. Throughput at a port can be influenced by the associated navigation channel in three basic ways:

1. The size of ships able to navigate the channel – deeper-draft ships require navigation channels deep enough to allow them to safely pass and longer or wider vessels may require wider channels in order to avoid collision with channel side slopes. The larger the ship, the more cargo it can transport.

2. The ability for fully-loaded ships to navigate the channel – the more heavily loaded a ship, the deeper the draft. Ships that have a draft too deep to safely or efficiently navigate a channel may have to offload cargo to enter a port, which can lead to schedule delays. Thus, ports that cannot allow deeper draft ships through their navigation channels may not be as attractive to users.
3. Ease of channel navigation – the easier it is for a ship to navigate a channel, the more attractive it is for users because it takes less time to navigate. Ease of navigation can be dependent upon the size or draft of a ship, but can also be affected by the characteristics of the channel itself. If the navigation channel includes sharp bends, areas with strong cross currents, or other features that can impede navigation, the time needed to navigate the channel could be affected. As previously noted, users are more likely to utilize ports with navigation channels that are not challenging or time consuming to pass through.

The FNC, as currently authorized, limits the ability of ships to pass for each of the three reasons noted above (see ship simulation studies in Appendix D of the EIS). Thus, the Port has determined a need to modify the existing FNC to allow larger, deeper-draft ships to call. It is intended that modification of the FNC will make the Port more attractive to current and potential future users, thus increasing the ability of the Port to reach its goal of 2.0 million TEUs annual throughput.

1.2.3 Project Purpose

The proposed action evaluated in this EIS is to expand the facilities at the Port to provide appropriate infrastructure for handling up to 2.0 million TEUs annually. Such an effort involves the dredging and filling of open-water bottom in the Mississippi Sound; construction of wharfs, bulkheads, terminal facilities, container storage areas, and intermodal container transfer facilities; placement of new-work and maintenance dredged material; construction of a breakwater; and modification to the federally authorized FNC. The proposed expanded Port facility would be elevated to up to +25 feet msl to provide protection against future tropical storm surge events. It is anticipated that construction of the proposed Port expansion would not occur until the market demand at Gulfport exceeded available capacity (expected in approximately 2017).

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0 5.5 Miles

- GIWW
- FNC Sound Channel
- FNC Bar Channel
- County Line
- Highway

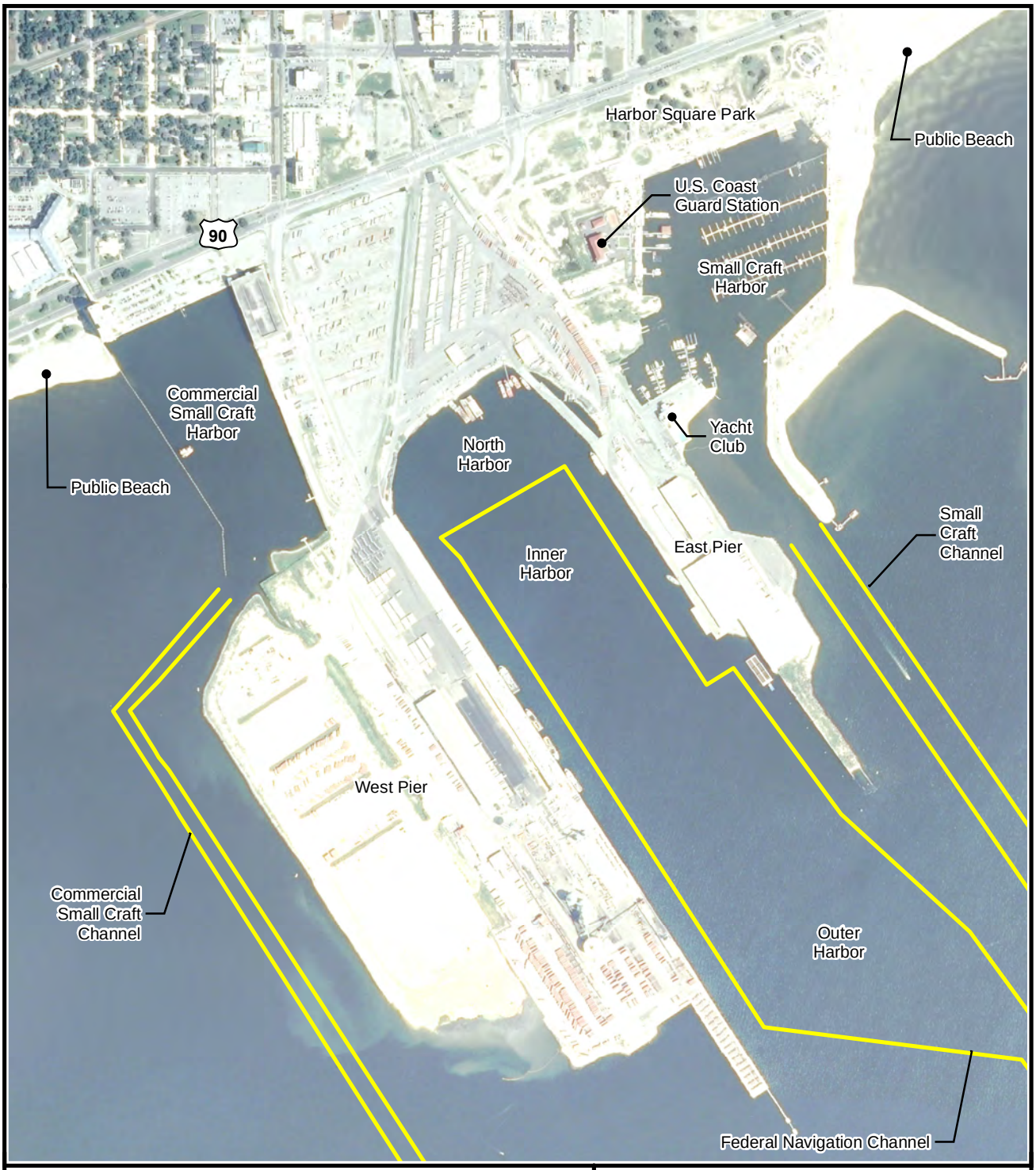
Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community. World Imagery. February 2012. 1:316,800; generated by Ty Summerville; using ArcMap. <http://services.arcgisonline.com/ArcGIS/rest/services/World_Imagery/MapServer> (23 February 2012).

Figure 1

Port of Gulfport Expansion Project

Project Location

Prepared By: 25913	Scale: 1" = 30,000 feet
Job No.: 100018536	Date: Oct 31, 2013



0 500 1,000 Feet

Figure 2

Port of Gulfport Expansion Project

Existing Port Facilities

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2.0 COMMUNITY IMPACT ASSESSMENT METHODOLOGY

While the project is being advanced by the U.S. Army Corps of Engineers (USACE), the FHWA's *Community Impact Assessment: A Quick Reference Guide* (September 1996) was used to help develop study methodology and outline, as the USACE does not have such guidance available. Consistent with the FHWA guidance, a community profile was developed and is used as a basis to assess potential community impacts and then impact to the EJ community. It should be noted that while the overall potential impacts being considered in the EIS extend into Hancock, Harrison, and Jackson counties, the study area for this CIA is the City of Gulfport and Harrison County. The Port is integral part of that community and the majority of the potential impacts would be more likely to occur in the City of Gulfport. Harrison County is included because the city is an integral part of Harrison County.

2.1 DATA, INFORMATION SOURCES, AND METHODOLOGY

The resources used to complete the CIA are included in Section 7. The following data sources provided useful information in understanding existing conditions and likely trends:

- U.S. Census Bureau data, American Community Survey, Mississippi Institutions of Higher Learning, Center for Policy Research and Planning population projections
- Interviews with community leaders, non-profits and a business owner
- Mississippi Development Authority
- Field visits on May 20–22, 2013; February 19 and 20, 2014
- Secondary sources as identified in Section 7 of this report

The selected interviewees were deemed likely to have extensive knowledge of their respective areas and capable of providing critical information on local concerns, community interests, opinions, and issues of targeted groups. Interviews were conducted with the municipal staff and field views were conducted within the study area to gain an understanding of existing conditions and how the project could affect the community. Attachment A documents the entities contacted for interview and provides a summary of the contact efforts or the interview dates. Attachment B documents the questions asked and provides summaries of information received.

Background information and data obtained during the interviews and field visits were then used to support a qualitative impact assessment on the community with a specific focus on the minority and low-income populations within the City of Gulfport and Harrison County.

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3.0 BASELINE CONDITIONS

3.1 HISTORY OF THE GULFPORT AREA

3.1.1 Establishment of Gulfport

The Mississippi coast saw little direct action during the American Civil War. Ship Island was seized by the Union Navy in September 1861 after it was abandoned by Confederate forces. Construction of a masonry fort, first begun by the USACE in 1859 as part of the United States Third System of Coastal Fortifications, continued through the war, but was not fully completed until 1871 (Irion, 1989; Mississippi Department of Marine Resources [MDMR], 2005). Ship Island, with its naturally deep harbor and central location on the northern Gulf, served as a staging area for Union forces in their assaults on New Orleans in 1862 and Mobile in 1864. The island and fort also functioned as a prison for captured Confederate soldiers and a detention center for Confederate sympathizers from New Orleans (MDMR, 2005).

The establishment of Gulfport was the result of the region's vast timber resources and the extension of rail connections. In the 1880s, William H. Hardy purchased the Gulf and Ship Island Railroad. His goal was to provide a link between the pine forests of the interior and the coast (Mistovich, 1987). As neither Biloxi nor Pascagoula could accommodate deep-draft vessels Hardy intended to establish a new city that could take advantage of the natural harbor at Ship Island. Land for the new city was purchased and divided into lots, but Hardy's enterprise went bankrupt in 1892 with the railroad still 20 miles from the coast.

The railroad was purchased by Joseph T. Jones in 1895 and within 5 years it had reached Gulfport, established just 2 years prior. Completion of the line led to an explosion in the timber industry. Prior to completion, 18 sawmills were in operation along the Gulf and Ship Island's tracks, but by 1902, that number grew to 60 mills, producing some 300,000,000 board feet per year. Jones's interests also lay in developing port facilities for the city. In addition to lobbying the Federal government to dredge a navigation channel and anchorage basin, Jones and his Bradford Construction Company initiated the construction of harbor facilities. As the city lay along a stretch of exposed coastline Jones constructed a protected harbor by building two long piers into Mississippi Sound to bracket the intended anchorage area (Mistovich, 1987). The harbor was protected on its seaward side by a timber-and-stone breakwater.

Gulfport quickly became the largest lumber exporting city in the nation. Other cargoes leaving its docks included naval stores, cotton, and cottonseed. Depletion of the pine forests by the end of the second decade of the twentieth century led to a decline in timber exports. However, a new product quickly replaced lumber in the Port's revenue stream. In 1919, the first banana boat arrived in Gulfport. Handling facilities for the fruit were soon constructed by Standard Fruit and United Brands. By mid-century, Gulfport had become one of the leading banana importers in the nation.

Development of the city and harbor were integrally tied to water depths through Mississippi Sound. Shallow waters in the Sound meant that large vessels had to stop at the Ship Island anchorage and lighter goods to shore. Timber was either barged to Ship Island to waiting ships or towed there via rafts. Shallow water over the bar at the entrance to the anchorage also limited the size of vessels that could call on the Port. Lobbying on behalf of the city and its vested commercial interests spurred Congress to authorize improvements for the harbor. The Rivers and Harbors Act of 1899 authorized the dredging of a channel 19 feet deep and 300 feet wide from the newly created Port to Ship Island. The act also provided for the creation of an anchorage 2,640 by 1,320 feet along the Gulfport shoreline (Mistovich, 1987). A separate provision authorized a 26-foot-deep channel through the Ship Island Bar.

However, shoaling was a constant problem in Mississippi Sound. A USACE report noted in 1919 that the FNC shoaled at a rate of 2.6 million cubic yards (mcy) per year. As a consequence, the Gulfport channel had to undergo periodic maintenance dredging to maintain the authorized depth. In an effort to reduce maintenance costs as a result of shoaling, the channel across the bay was reduced in width from 300 to 220 feet and the channel over the bar was relocated 5,000 feet west, providing a shorter and more direct route into the harbor. To accommodate ever-increasing ship sizes, the River and Harbors Act of 1930 increased the channel depths to 27 feet from the outer bar to Ship Island and 26 feet deep through Mississippi Sound to Gulfport. This was further increased to 32 feet over the bar and 30 feet in the Gulfport channel and harbor in 1948 (Mistovich, 1987).

3.2 COMMUNITY DESCRIPTION

3.2.1 Gulfport

The City of Gulfport has been described by study interviewees as a small town, without much money, but with people that have pride in their community. For example, Hurricane Katrina in 2005 proved that the people of Gulfport are willing to help each other regardless of their race or financial means. The interviewees further stressed that Gulfport was a community that really lacks lower-skilled employment opportunities and being able to provide opportunities for their underskilled workers. Although they expressed pride in Gulfport, there is recognition that the city is somewhat of a struggling community.

3.3 POPULATION CHARACTERISTICS

3.3.1 Population

Table 1 presents population trends for Harrison County and the City of Gulfport. According to the U.S. Census, the County and the City of Gulfport grew between 1990 and 2000. Both the City and the County had a population decrease between 2000 and 2010, likely a result of Hurricane Katrina (2005). The Mississippi Institute of Higher Learning predicts growth for Harrison and its surrounding counties (Table 1).

Table 1
State of Mississippi , Harrison County, and City of Gulfport Population
and Percent Change 1990, 2000, 2010, and Projected Population 2010–2025

	Population				Percent Change		
Place	1990	2000	2010	2025	1990–2000	2000–2010	2010–2025
Mississippi	2,575,475	2,884,658	2,967,297	3,227,364	+12.0	+2.9	+8.8
Harrison County	165,365	189,601	187,105	219,047	+14.7	–1.3	+17.1
City of Gulfport	40,775	71,127	67,793	N/A	+74.4	–4.7	N/A

Source: U.S. Census Bureau (2013a, 2013b, 2013c); Mississippi Institutions of Higher Learning, Center for Policy Research and Planning (2012).

N/A = Not Applicable

3.3.2 Race and Ethnicity

Table 2 provides a summary of the major racial and ethnic groups in Harrison County and the City of Gulfport. As shown in the table, the county and city are predominately white. Both the county and the city experienced a population decline between 2000 and 2010. As of 2010, both the county and the City of Gulfport have a significantly higher percentage of Hispanics or Latinos than reported in 2000. In addition, the County and City of Gulfport's Hispanic or Latino, Two or More Races, Some Other races, and Native Hawaiian or Pacific Islander population comprised the same percentage of population in 2000 and 2010.

3.3.3 Age

As shown in Table 3, between 2000 and 2010, the age of the population in Harrison County and the City of Gulfport had little variation. Both the county and the city had about a third each of its population under 19 years of age and between 20–44 years of age. Between 2000 and 2010, the percentage of those aged 45–64 in the county increased by over 17.4 percent. The median age of the city's population is slightly lower than that of the county.

3.3.4 Income

Data on median household income within Harrison County and the City of Gulfport are shown in Table 4. The median household income for both areas increased between 2000 and 2010. In 2012, the median household income for the county and city were $44,550 and $39,246 respectively.

Both Harrison County and the City of Gulfport have a notable percentage of their populations comprised of low-income individuals. A comparison of 2000 and 2012 data reveals that the percentage living in poverty increased during that time period for both the county and the city. In 2012, nearly 18 percent of the county and 21.9 percent of the city had individuals living below the poverty level.

Table 2
Population by Race and Ethnicity (2000 and 2010)

Race/Ethnicity	Harrison County 2000 (% of total)	Harrison County 2010 (% of total)	Harrison County Percent Change	Gulfport 2000 (% of total)	Gulfport 2010 (% of total)	Gulfport Percent Change
Total Population	189,601	187,105	–1.3	71,127	67,793	–4.7
White Alone	138,692 (73.1)	125,741 (67.2)	–9.3	44,229 (62.2)	37,038 (54.6)	–16.3
Black/African American Alone	39,984 (21.1)	40,975 (21.9)	+2.5	23,848 (33.5)	24,266 (35.8)	+1.8
American Indian or Alaskan Native Alone	861 (0.5)	719 (0.4)	–16.5	305 (0.4)	223 (0.3)	–26.9
Asian Alone	4,934 (2.6)	5,258 (2.8)	+6.6	891 (1.3)	1,134 (1.7)	+27.3
Native Hawaiian or Pacific Islander Alone	163 (0.1)	227 (0.1)	+39.3	65 (0.1)	87 (0.1)	+33.8
Some Other Race	1,697 (0.9)	214 (0.1)	–87.4	622 (0.9)	69 (0.1)	–88.9
Two or More Races	3,270 (1.6)	4,034 (2.2)	+23.4	1,167 (1.6)	1,457 (2.1)	+24.9
Hispanic or Latino*	4,910 (2.6)	9,937 (5.3)	+102.4	1,814 (2.6)	3,519 (5.2)	+94.0

Source: U.S. Census Bureau (2000, 2010).

*All Races (Hispanic or Latino ethnicity can be of one or more race)

Table 3
Population by Age and Median Age (2000 and 2010)

Age Group	Harrison County 2000 (% of total)	Harrison County 2010 (% of total)	Harrison County Percent Change	City of Gulfport 2000 (% of total)	City of Gulfport 2010 (% of total)	City of Gulfport Percent Change
Total Population	189,601	187,105	–1.3	71,127	67,793	–4.7
≤19 Years	55,929 (29.5)	51,673 (27.6)	–8.2	20,749 (29.2)	18,915 (27.9)	–9.7
20–44 Years	72,384 (38.2)	64,733 (34.6)	–11.8	27,293 (38.4)	24,170 (35.7)	–12.9
45–64 Years	40,286 (21.2)	48,747 (26.1)	+17.4	14,978 (21.1)	16,871 (24.9)	+11.2
≥65 Years	21,002 (11.1)	21,952 (11.7)	+4.3	8,107 (11.4)	7,837 (11.6)	–3.4
Median Age	33.9	35.3	–	33.6	34.3	–

Source: U.S. Census Bureau (2000, 2010).

Table 4
Median Income and Poverty Status

	Median Household Income		Poverty Status	
			Individuals Living in Poverty (% of total)*	Individuals Income in Past 12 Months Below Poverty Level (% of total)*
Area	2000	2012	2000	2012
Harrison County	$35,624	$44,550	26,597 (14.6)	33,162 (18.2)
City of Gulfport	$32,779	$39,246	12,023 (17.7)	14,442 (21.9)

Source: Source: U.S. Census Bureau (2000, 2012).
*Percent based on sample population.

3.4 HOUSING

A majority of the housing in the City of Gulfport consists of single-family homes. However, there are multi-family units scattered throughout the city.

Table 5 provides a summary of more recent housing trends in numbers, ownership, and value for Harrison County and the City of Gulfport. There were several new housing units identified between 2000 and 2010 in the county and the city. Overall, the percentage of owner-occupied housing units is similar and relatively high among the county and city. Finally based on field visits in 2013 and 2014 to the City of Gulfport, it appears that a high percentage of the residential properties that are vacant or abandoned have fallen in disrepair and lack structural integrity.

Table 5
Housing Trends

	Total Housing Units			Occupied Housing Units			Median Value Owner-occupied Units	
Area	2000	2012	% Change	2000	2012	% Change	2000	2012
Harrison County	76,636	85,048	+11.0	71,538 (89.9)	71,418 (84.0)	–0.2	$87,200	$143,900
City of Gulfport	29,559	31,556	+6.7	26,943 (91.1)	26,094 (82.7)	–3.2	$80,300	$126,700

Source: U.S. Census Bureau (2000, 2010).

Table 6 provides a summary of more recent public subsidized housing trends in numbers and occupancy for Harrison County and the City of Gulfport. Subsidized housing units increased between 2009 and 2012 for both the county and the city. Occupancy and total people in subsidized housing increased significantly between 2009 and 2012. Percent occupancy in subsidized housing for Harrison County increased from 79 to 91 percent. Percent occupancy in subsidized housing for the City of Gulfport increased from 81 to 91

percent. Total people in subsidized housing increased 24.2 and 16.3 for the Harrison County and the City of Gulfport respectively.

Table 6
Subsidized Housing Program Trends

	Total Subsidized Housing Units			Percent Occupied		Total People in Subsidized Housing		
Area	2009	2012	% Change	2009	2012	2009	2012	% Change
Harrison County	4,452	4,479	0.6	79	91	7,966	10,503	24.2
City of Gulfport	1,735	1,864	7.4	81	91	3,506	4,079	16.3

Source: HUD (2012).

3.5 ECONOMY

3.5.1 City of Gulfport Budget

The City of Gulfport had a 2013 General Fund adopted budget of $54,200,647. Operating revenues were $53,323,343. Thirty-six percent of the revenue collected in the city is obtained from sales tax, property taxes (33 percent), licenses/permits/franchise fees (10 percent), and gaming (6 percent). Nearly a third of the budget is associated with the police department, including personal, material and supplies, other services and charges, and capital outlay. The second highest expenditure is fire department (22 percent), the third is public works and engineering (17 percent), fourth is general government (14 percent), fifth is culture and recreation (10 percent), and sixth is urban and economic development (4 percent). There was a budget shortfall of $877,304, which was covered with cash reserves of $2,674,996, leaving $1,526,246 for the city (City of Gulfport, 2013a).

3.5.2 Employment and Business

Of the 15 top employers listed for Harrison County, 7 are located in Gulfport. Of these seven, the leading employer is the Naval Construction Battalion Center followed by institutional entities (Memorial Hospital, Harrison County School District, and Mississippi Power). The largest employer for Harrison County is Keesler Air Force Base, in Biloxi, which is located approximately 13 miles east of Gulfport. The main business district within the City of Gulfport exists along U.S. Highway (US) 49. According to interviewees, the main business district was revitalized after Hurricane Katrina. It should be noted that the Gulf Coast of Mississippi and other areas that were struck by Hurricane Katrina in 2005 experienced an economic downturn. The recovery of this area was affected by the greater economic downturn that occurred in the United States in 2008. Table 7 shows the unemployment rate in the region for the previous 10 years. Unemployment data at the city level was not available from the Mississippi Labor Market Information database, so unemployment data for the Metropolitan Statistical Area (MSA) of Gulfport-Biloxi is included. The State of Mississippi and the U.S. are included for comparison.

Table 7
Regional Unemployment Rate

Geography	Years									
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Gulfport-Biloxi MSA	5.2	10.8	10.1	5.5	5.7	7.7	9.3	9.8	8.7	8.0
Harrison County	5.2	11.0	10.4	5.5	5.6	7.7	9.3	9.7	8.7	7.9
Mississippi	6.3	7.8	6.8	6.3	6.8	9.5	10.6	10.6	9.2	8.6
United States	5.5	5.1	4.6	4.6	5.8	9.3	9.6	8.9	8.1	7.4

Source: Mississippi Labor Market Information (2014).
Not seasonally adjusted

3.6 COMMUNITY RESOURCES

3.6.1 Educational Facilities

The City of Gulfport and portions of Harrison County lie within the Gulfport School District. According to the Mississippi Department of Education, total enrollment has increased 6 percent since the 2009–2010 school year (Table 8) (Mississippi Department of Education, 2014). The school district complex is located in central Gulfport on Pass Road and includes the administration offices and the elementary, junior high, and high schools.

Table 8
Gulfport School District Enrollment

Grade	2009–2010	2010–2011	2011–2012	2012–2013
Elementary*	2,802	2,809	2,924	3,102
Junior High	1,224	1,322	1,314	1,368
High	1,650	1,575	1,549	1,532
School District Total	5,676	5,708	5,802	6,013

Source: Mississippi Department of Education (2014).
*Includes Pre-Kindergarten. Special education kindergarten and secondary. GED numbers suppressed to avoid identification; therefore, numbers will not add to total.

Table 9 present Gulfport School District enrollment by group. The school district is predominantly female and Black/African American at 50.5 and 53.0 percent, respectively. The school district has 71.2 percent graduation rate. The school district has a "B" Mississippi State Accountability Status, which means that the school is a high performing school (Mississippi Department of Education, 2012).

Table 9
Gulfport School District Student Race and Ethnicity 2012–2013

Group Name	Group Number	Group Percentage
Female	3,034	50.5
Male	2,979	49.5
Asian	60	1.0
Black/African American	3,189	53.0
Hispanic or Latino	239	4.0
Native American	21	0.3
White	2,481	41.2
Multi-Racial	23	0.4
School District Total	6,013	

Source: Mississippi Department of Education (2014).

The Gulfport School District Strategic Plan for 2013–2018 sets strategies, goals, and objectives for the following areas: technology, parent and community involvement, district organization, and operations facilities and maintenance (Gulfport School District, 2013).

As shown in Table 10, the educational attainment of the Gulfport-Biloxi MSA is generally consistent with Harrison County and the State of Mississippi. A majority of the population of Gulfport-Biloxi MSA (54.1 percent of the population aged 18 and older) have achieved some college instruction or a higher level of attainment, which is slightly higher than the State of Mississippi (50.0 percent) (U.S. Census Bureau, 2010). The Gulfport-Biloxi MSA and Harrison County areas have slightly higher percentages of those with some college education; this could be due to the fact that the University of Southern Mississippi Gulf Park Campus is located in Long Beach, in Harrison County.

Table 10
Educational Attainment for the Population Age 18 and Older

		Percent of Population with Highest Level of Education Achieved						
Place	Population Age 18 and Older	Less than 9th Grade	9th to 12th Grade, No Diploma	High School Graduate, GED, or Alternative	Some College	Associate's Degree	Bachelor's Degree	Graduate or Professional Degree
Gulfport-Biloxi MSA	185,801	5.2	10.6	30.1	27.2	8.4	11.7	6.8
Hancock County	32,916	5.3	9.0	31.6	24.1	8.9	13.7	7.5
State of Mississippi	2,199,726	6.4	13.2	30.3	24.9	7.5	11.5	6.1

Source: U.S. Census Bureau (2010).

3.6.2 Limited English Proficiency

Federal agencies are required to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate the prohibition under Title VI of the Civil Rights Act of 1987, 42 USC 2000d and Title VI regulations against national origin discrimination. LEP populations were determined utilizing census tract level data from the 2010 Census. For the population 5 years and older, persons who speak English "not well" or "not at all" are considered to be LEP. Table 11 shows that approximately 5 percent of the population within Harrison County and the City of Gulfport has LEP.

Table 11
Limited English Proficiency

	Harrison County	City of Gulfport
Population 5 Years and Over*	174,257	62,354
Limited English Proficiency	5,370	1,823
Percent Limited English Proficiency	3.1	2.9

Source: U.S. Census Bureau (2012).
*Total population 5 years and older.

3.6.3 Places of Worship and Cemeteries

According to Church Angel, a Christian church listing service, there are 113 churches of 26 denominations of Christian and 1 Jewish Synagogue located within the City of Gulfport (Church Angel, 2011). Baptist are the most prevalent with 43 listed, followed by Methodist with 13 listed, and Church of God churches make up 9 of the listed churches.

3.6.4 Parks and Recreational Facilities

The Port lies near the center of Mississippi's 26 miles of coastal beaches on the Gulf. These beaches and the nearshore waters of Mississippi Sound and the Gulf offer numerous recreational opportunities to beach goers and recreational boaters. The Port and the associated Gulfport Small Craft Harbor are centrally located along this stretch of public beaches. These beaches are accessed from US 90 (Beach Boulevard) by periodic pullover areas where public parking, restrooms/bath house, and beach concessions are available at strategic locations to serve the needs of beach goers. Popular beach recreation activities include sun bathing, swimming, and other water-based recreational pursuits.

The Gulfport Small Craft Harbor is located east of and adjoining the Port and shares the deep-water access of the main FNC. The Gulfport Small Craft Harbor, as with most of the Gulf Coastal communities, was severely damaged by Hurricane Katrina in 2005 and both Gustav and Ike in 2008. The redesigned harbor features a variety of mixed-use leisure and recreational facilities. Among these are Harbor Square Park, a new marina with up to 319 slips, Gulfport Yacht Club facilities (72 slips), boat ramp, Urie Pier, a

recreational beach, and a fisherman's village with a mix of resorts, retail shops, and restaurants. All redesigned facilities are accommodated with ample parking and accessed from US 90 on landscaped internal roadways. The Gulfport Small Craft Harbor will also support the U.S. Coast Guard (USCG) Station Gulfport and a marine life education center. Later phases could include a casino, new residential condominium development, and a second marina (City of Gulfport, 2010)

Harbor Square Park (Bert Jones Park) is located between the Gulfport Small Craft Harbor and US 90. It is the largest public park on the Gulf Coast and offers passive and recreational opportunities for residents and visitors. Access to the park is from US 90 on 20th, 23rd, and 25th avenues. Other predominant land uses in the vicinity of the Port include the Island View Casino, Gulfport Senior Citizens Center, and Gulf Haven Campground, all located north of US 90 west of the Port and the U.S. Post Office, east of US 49 in downtown Gulfport.

Additionally, Gulfport's Department of Leisure Services provides residents and visitors with programs for youth and the elderly, parks, pools, and sports facilities, including gymnasiums, ball fields, and weight rooms. In addition, the department is responsible for community centers, senior centers, recreational facilities, youth athletic leagues, and after school and summer programs (City of Gulfport, 2014b).

The department operates 38 ball fields, 31 parks, 5 tennis courts, 3 gymnasiums, 7 walking tracks, all fishing piers and municipal boat ramps and jetties, the Small Craft Harbor, fitness centers, a senior center, a swimming pool, and more than 600 acres of parks and recreational areas.

Also, gambling is legal in Mississippi and the presence of casinos along the Gulf Coast of Mississippi serves to attract a number of visitors to the area. While not recreation in the traditional sense, visitors attracted to the casinos may participate in other recreational activities during their stay on the Gulf Coast. Other commercial recreational facilities include golf courses, resort hotels, and retail establishments.

Collectively, these recreational resources along the Mississippi Gulf Coast are a benefit to the local and state economy, creating jobs and providing revenue to local businesses while preserving the local natural and cultural heritage of the region.

3.6.5 Medical Facilities

Harrison County is served by 3 civilian general medical hospitals (Biloxi Regional Medical Center, Garden Park Medical Center, and Gulfport Memorial Hospital), and 1 limited services facility (Select Specialty Hospital Gulf Coast), with a combined total of 834 licensed beds, as well as 7 ambulatory surgical facilities. Harrison County also has 5 licensed and certified long-term care facilities, 7 licensed personal care homes, and 6 certified hospices.

Harrison County has 144 active primary care medical doctors. The 2008 estimated population of Harrison County lead to a primary care physician-to-population ratio of one care provider for every 1,247 persons,

which is much lower than the state-preferred ratio of 1,488 persons per primary physician (Cossman et al., 2005).

3.6.6 Emergency Services

Emergency fire and medical services are provided by the City of Gulfport as well as Harrison County. All of the fire departments within the county maintain a mutual-aid policy and provide fire and emergency medical support to other departments upon request.

The City of Gulfport Fire Department has 11 fire stations, with another under construction, and employs 174 full-time fire protection and rescue service workers (City of Gulfport, 2013b). The department responds to a variety of calls, such as structure fires, aircraft emergencies, hazardous material spills, emergency medical calls, and marine emergencies. They also provide special services in hazardous waste response and disaster preparedness and have trained personnel to respond to the potential threats of weapons of mass destruction.

The Harrison County fire service protects the citizens living in the unincorporated areas of the county, a total rural area of approximately 408 square miles with a population of 43,931. They employ 8 full-time paid fire personnel, 1 clerical person, 6 part-time paid personnel, and 140 volunteers (Harrison County Board of Supervisors, 2013).

The Port enforces fire protection rules through the provision of the Port tariff and maintains cooperative agreements with county and municipal fire departments for fire protection and emergency medical services. The Port has a fire protection and fire suppression system in place that works in cooperation with the City of Gulfport Fire Department to address fire protection in and around the Port. A Hot Work Permit will be issued before any hot work (e.g., welding) begins (Mississippi State Port Authority [MSPA], 2012). Hot work is defined by the Occupational Safety and Health Administration (OSHA) as any work that involves burning, welding, using fire- or spark-producing tools, or that produces a source of ignition (OSHA, 2014).

The fire station located nearest to the PGEP is at 1515 23rd Avenue, two blocks north of US 90.

Law enforcement is provided by the county sheriff and Gulfport police departments. The Harrison County Sheriff's Department provides protective services to unincorporated portions of the county. The department has various divisions, including aviation, criminal investigation, communications, community relations, criminal records, operations, adult detention facility, marine patrol, motor carrier, and professional standards and reserves (Harrison County Sheriff's Department, 2011).

The City of Gulfport Police Department provides public safety service to the incorporated areas of the city, including the Port. The department employs 293 personnel, including 201 sworn officers, and serves a community population of 80,000 residents and a daily service population of 144,000 (City of Gulfport, 2013c).

The MSPA works in cooperation with the Gulfport Police Department and the Department of Homeland Security to implement safety and security programs for the Port. Security functions are maintained on MSPA premises through contract with an independent security service. The security service provides continuous surveillance of all Port facilities, protects against unlawful entry and pilferage, enforces fire detection control regulations, and performs other assigned security duties. The security functions of the service are coordinated with municipal, county, state, and Federal law enforcement authorities (MSPA, 2012).

As an international transportation facility, the Port is supported by the U.S. Customs and Border Protection and the Department of Homeland Security, each of which provides security services for cargo movement and personnel. Employees and transient Port workers are required to obtain security clearance in order to access the Port facilities and maintain current transportation workers identification cards (MSPA, 2012). The USCG also enforces safety and security provisions for vessels operating in waters of the U.S. (USCG, 2011).

3.6.7 Bike and Pedestrian Facilities

Pedestrian sidewalks exist primarily throughout the city. There are no dedicated bike paths within the city. Additionally, there are no plans for bike or pedestrian mobility expansion.

3.7 ZONING AND LAND USE

3.7.1 Zoning

The City of Gulfport established a zoning ordinance in 1972, and it is utilized to govern zoning requests today. There are six zoning districts identified within the ordinance (Municode, 2014), and they include:

- Agricultural districts (A-1) – Agricultural districts is mainly composed of areas for low-density residential and agricultural and horticultural uses. The rural development characteristics and low density of population in this district requires only that uses essential to agriculture and horticulture have a reasonable setback of buildings from dedicated streets and/or highways. It is the purpose of this district to encourage and protect such uses from urbanization until such is warranted by development pressure and an appropriate change in district classification is made.
- Residence Estate (R-E) – Residence Estate (suburban) districts are composed mainly of areas containing one-family dwellings and open area where such development seems likely to occur. The district regulations are designed to protect the residential character of the districts by prohibiting all commercial activities; to encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools and churches; to prevent overcrowding of the land by requiring certain minimum yard and other open spaces for all buildings; and to avoid excessive population density by requiring a minimum building site area for each dwelling unit.

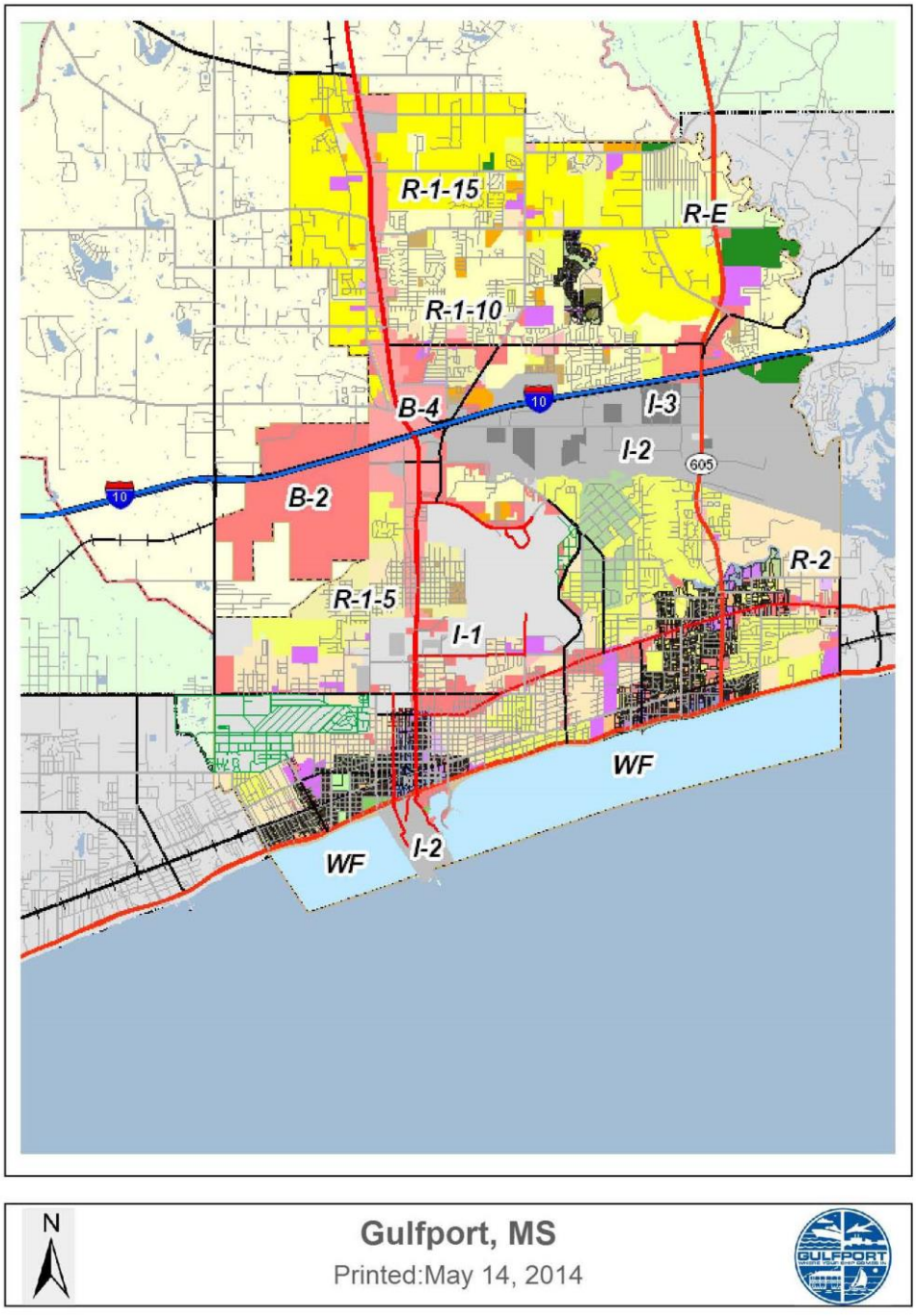
- Residential R-1-15, R1-10, R-1-7.5 – This district is comprised of low density, single-family homes, churches, parks, libraries, schools, recreation facilities, farms, orchards, nurseries, other religious or philanthropic institutions, and accessory building for these uses.
- Residential 1-1-5 (R1) – Same as other Residential except it is medium density plus two-family/duplex homes.
- Residential 2 (R2) – Same uses as in R1-5 plus multiple-family dwelling.
- Residential 3 (R3) – These are multifamily residence districts. Same uses as in R1.5, but high density apartments or multi-family dwelling, boarding/lodging/rooming houses, and private clubs.
- Residential 4 (R4) – Same uses as in R3 but high density.
- Residential (R-O) – Residence-office districts, these districts are composed of areas containing or suitable for a mixture of residential uses and light commercial uses such as offices, studios, and small shops.
- Residence-business districts (R-B) – These districts are composed of areas containing a mixture of residential, public and semipublic, and light commercial uses. Although usually located between residential areas and business areas, these districts are, in some instances, freestanding and may include hotel, hospital, or similar building groups and related uses or land suitable for such uses.
- Business 1 (B1) – Neighborhood business districts. Any use allowed in R3, plus retail shops, hotels/motels, offices, parking lots, public buildings, theatres, assembly halls, restaurants, automobile garage/gas stations, wholesale facilities, storage facilities, advertising, mobile home parks, and accessory building for these uses.
- Business 2 (B2) – General business districts. Same uses as in B1 plus the wider range of retail goods and services required by residents of a group or community of neighborhoods, and by the city generally.
- Business 3 (B3) – Central business districts. Same uses as in B1. The district regulations are designed to permit the further development of the district for its purpose in a compact and convenient arrangement of uses and structures that is highly urban in character.
- Business 4 (B4) – Highway business districts. This district is intended to include high intensity commercial activities requiring high visibility and accessibility in which all or some of the business is conducted outdoors. This includes such activities as automobile, truck, or other vehicle dealerships; heavy equipment dealers; recreational vehicle sales, mobile home sales; yard and garden centers; building material dealers; truck stops; bus terminals; outdoor recreational enterprises such as recreational vehicle campgrounds, water parks, drive-in theaters, amusement parks, etc. Also included in this district would be uses which cater to the motoring public such as fast food restaurants, service stations, motels, and similar uses.
- Entertainment gaming districts (E-G) – This district is composed of lands and structures, which are occupied by or suited for the accommodation of the gaming industry and related entertainment land uses. The district regulations are designed to encourage a mixture of uses including hotels, restaurants, shopping, live entertainment, limited residential, public and open space, and tourist-oriented recreational uses. This district shall be of such size, shape, and

location as to enable development of well-organized facilities with proper access to streets, sidewalks, off-street parking and loading facilities, and other requirements and amenities.

- Industrial (I-1) – Light industry districts. These districts are composed of land and structures occupied by or suitable for light manufacturing, wholesaling, and similar uses. Located for convenient access from existing and future arterial thoroughfares, highways, and railway lines, these districts are usually separated from residential areas by business districts or by natural barriers. The district regulations are designed to permit a range of light industrial activities subject to limitations intended to protect nearby residential and business districts.
- Industrial (I-2) – Heavy industry districts. These districts are composed of land and structures occupied by or suitable for heavy manufacturing and related activities. Located for convenient access from existing and future arterial thoroughfares, highways, railway lines or waterways, these districts are usually separated from residential areas by business or light industry areas or by natural barriers; where they are adjacent to residential areas some type of artificial separation may be required.
- Industrial (I-3) – Planned industrial park district. This district includes uses in a self-contained environment, which do not operate in such a manner as to be obnoxious to surrounding properties. Included are manufacturing, fabrication, distribution, and storage or warehouse uses, which are conducted both indoors and outdoors. It is intended that this district have uses grouped in a park-like setting with appropriate setbacks and buffers from adjoining properties.
- Sand Beach (SB) – Sand beach district. There is hereby created a sand beach district that is subject to the Sand Beach Ordinance of Gulfport, Mississippi.
- Waterfront districts (WF) – Waterfront district classification is intended to include all areas situated south of US 90 located within the City of Gulfport, which are not specifically zoned for other uses.
- Flood Hazard (FZ) – Flood Hazard Overlay Zone here is hereby created a Flood Hazard Overlay Zone, which is subject to the Flood Control Ordinance of Gulfport, Mississippi, Ordinance Number 1793 as found in Appendix B of the Code of Ordinances of the City of Gulfport, Mississippi. This district is defined as the zones so designated on the most recent Flood Insurance Rate Maps and Floodway maps covering the corporate boundaries of the City of Gulfport.
- Airport (AP) – Gulfport-Biloxi Regional Airport Environs and Airspace Zoning District is hereby created with the following purpose: to preserve the general public's investment in and the viability of the Gulfport-Biloxi Regional Airport and to protect and enhance the health, safety, and general welfare of the population in the vicinity of the airport.

The zoning ordinance outlines additional development rules and procedures. Changes in zoning are reviewed for consistency and approved by the City Council.

The zoning districts were estimated based on mapping available at the City of Gulfport office. These zoning districts are depicted on Figure 3. It should be noted that the mapping from the city was difficult to read and the zoning information are estimates.



Source: City of Gulfport (2014c).

Figure 3
Zoning Map City of Gulfport

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4.0 ALTERNATIVE OPTIONS EVALUATED

The alternatives considered for evaluation include the No-Build Alternative and three action alternatives. The Action Alternative entails expanding the facilities at the Port to provide appropriate infrastructure for handling up to 2.0 million TEU annually. Such an effort involves the dredging and filling of open-water bottom in Mississippi Sound, the construction of wharfs, bulkheads, terminal facilities, container storage areas, intermodal container transfer facilities, placement of new-work and maintenance dredged material, construction of a breakwater, and modification to the federally authorized FNC. The proposed expanded Port facility would be elevated to up to +25 msl to provide protection against future tropical storm surge events.

In March 2011, the MSPA revised the scope of the project to encompass a smaller footprint (referred to as the Revised Expansion Alternative in the EIS). This impacts approximately 300 acres of open-water bottom in Mississippi Sound for the construction of backlands, wharfs, bulkheads, terminal facilities, container storage areas, intermodal container transfer facilities, expanded turning basin, and construction of a breakwater of approximately 4,000 linear feet. Estimates of direct impacts are provided in Table 12.

Table 12
Revised Expansion Alternative, Direct Impact Estimates

Feature	Estimated Area Impact (acres)	Estimated Dredged Material Volume (mcy)
West Pier Expansion	160	2.30
East Pier Expansion	15	0.56
North Harbor Fill	9	0.82
Breakwater	18	0
Turning Basin Expansion	85	3.70
Totals	287	7.40

In addition to the Revised Expansion Alternative, the Port recognizes that the proposed channel modification may be necessary to attract additional tenants to the Port, and therefore, modification to the existing FNC is considered in the alternatives. The following describes the alternatives that were carried forward for evaluation in the EIS.

4.1 NO-ACTION ALTERNATIVE

The No-Action Alternative provides a means to evaluate the environmental impacts that would occur if the USACE were to deny the permit for the proposed expansion of the Port facilities. Since the PGEP requires dredging activities in navigable waters subject to Section 10 of the Rivers and Harbors Act and fill activities subject to Section 404 of the Clean Water Act (CWA), construction activities involving

dredge and fill would not proceed without a permit from the USACE. In the event of permit denial, the potential direct, construction-related impacts described for the proposed action would not occur.

4.2 ALTERNATIVE 1: EXPANSION WITH NO CHANNEL MODIFICATION

Alternative 1 proposes to expand the Port facility as described for the Revised Expansion Alternative. The West Pier Expansion is intended for development of a new concession consisting of new multiuse, semi-automated container terminals that is an extension of the existing West Pier to the south. The proposed concession area would extend the West Pier footprint approximately 3,500 linear feet, adding approximately 160 acres to the existing facility. Prior to construction, the expansion footprint may require dredging for removal of soft or very soft foundation materials and to mitigate mud waves outside of the project footprint. The estimated volume of this dredged material is 2.3 mcy (Anchor QEA LLC, 2013).

The East Pier Expansion would add approximately 15 acres to the working surface of the Port's existing East Pier facility. This area would be used for rail operations and provide additional warehouse storage space. Similar to the West Pier Expansion, this area may require dredging prior to construction. The estimated volume of this dredged material is 555,000 cubic yards (cy). No additional berths would be constructed at the East Pier (Anchor QEA LLC, 2013).

The North Harbor Fill Area expansion would create approximately 9 acres of upland in the area formerly occupied by the Copa Casino boat. This upland area would be used as a new berthing area. Both the new work dredging associated with the construction of this berth and future maintenance dredging would be required in this area (Anchor QEA LLC, 2013).

The existing Gulfport Turning Basin would be expanded to support the West Pier Expansion. The proposed Turning Basin Expansion (approximately 85 acres) would be between the existing Gulfport Sound Channel and the proposed terminal, immediately adjacent to the Gulfport Turning Basin. This area would be dredged to a depth of –36 feet mean lower low water plus 2 feet of advance maintenance and 2 feet of allowable overdepth, consistent with the adjacent FNC and USACE new work and maintenance dredging practices (Anchor QEA LLC, 2013).

A breakwater of 4,000 linear feet is proposed on the eastern side of the FNC to provide protection from tropical storm events. The proposed breakwater footprint would cover approximately 18 acres. It provides protection from wave energy from the south and east. A breach midway along the alignment of the structure is planned to allow shallow-draft access to the FNC from the adjacent Bert Jones Yacht Basin.

The realignment of the Commercial Small Craft Channel has been developed to avoid impact to the channel from the proposed expansion of the West Pier. The authorized depth of the channel is 8 feet. The depth south of the West Pier naturally ranges from 9 to 11 feet. Thus, the proposed realignment is in areas over 8 feet deep and will not require either dredging for the realignment or maintenance dredging. The

alignment also reduces the number of turns in the channel and the number of aids for navigation required by the USCG.

The new work dredging associated with the construction of the proposed West Pier and East Pier expansions, North Harbor and West Pier berthing areas, and the Turning Basin Expansion is estimated to require removal of approximately 7.4 mcy of sediment. Following construction of the Turning Basin Expansion, the MSPA would be responsible for maintenance dredging of the portion of the new turning basin that is not part of the federally authorized project. A Dredged Material Management Plan (DMMP) was prepared to evaluate potential placement options for the new work and maintenance dredged material associated with this proposed alternative (Anchor QEA LLC, 2013). Estimated dredged material quantities are shown in Table 13. Estimated maintenance dredge quantities assume maintenance for a 30-year period. At this time, it is expected that new work dredging would occur using mechanical/hopper dredge and maintenance dredging would occur using hydraulic/cutterhead or mechanical/hopper dredging, as necessary.

Table 13
Estimated Dredged Material Quantities (Alternative 1)

Feature	West Pier Expansion	East Pier Expansion	North Harbor and West Pier Berthing Areas	Turning Basin Expansion	Totals
New Work	2.3 mcy	560,000 cy	820,000 cy	3.7 mcy	7.4 mcy
Maintenance	N/A	N/A	245,000–530,000 cy/year	211,000–586,000 cy/year	456,000–1.1 mcy/year

Source: Anchor QEA LLC (2013).

The DMMP evaluated multiple placement alternatives for new work and maintenance dredged material. Sites considered for placement of dredged material included:

- Use as fill for the West Pier Expansion
- 12 designated beneficial use (BU) sites
- Thin layer placement
- Candidate BU sites
- Placement in a proposed Ocean Dredged Material Disposal Sites (ODMDS)

All sites were evaluated based on feasibility, potential environmental impacts, cost, and suitability of material. Potential BU sites were evaluated based on capacity and distance to the dredge site, taking into consideration habitat value, stability, and sediment transport. Recommendations were made regarding each option (Anchor QEA LLC, 2013). Because additional information is needed to finalize the recommendations, the following summarizes placement options.

New work dredged material structurally suitable would be used for fill on the project site. Any material not structurally suitable would be evaluated for potential beneficial use. Because dredging and placement

of material would occur several years in the future, it is unknown at this time what sites may be approved and available for use. Therefore, available sites will be evaluated prior to dredging and material suitable for beneficial use will be placed in approved sites that provide a practicable, cost-effective opportunity for placement. The MSPA is currently working with the appropriate state and Federal agencies to have the Biloxi Marsh Complex – Northeastern Outlying Island (BMC) permitted for placement of material as a BU site. Because this area is on the Mississippi-Louisiana state line, it is a complex permitting process crossing not only state boundaries, but USACE regional boundaries. At this time it is intended that all new work dredged material not already designated for placement in an approved placement area will be placed in the BMC. This site functions to provide needed particulate material for shoreline nourishment and functions as protection from shoreline erosion on the Mississippi and Louisiana coasts. Material not suitable for beneficial use could be placed in an approved ODMDS. For purposes of this evaluation, it is assumed material would be placed in the BMC.

4.3 ALTERNATIVE 2: EXPANSION WITH CHANNEL MODIFICATION 1

Alternative 2 combines the proposed expansion, as described for Alternative 1, with modification to the existing FNC. Proposed modification to the FNC includes deepening and widening the federally authorized dimensions for the Sound Channel and the Bar Channel, as well as deepening the federally authorized Turning Basin and proposed basin expansion to match the depth of the Sound Channel. Existing and proposed dimensions for these features are provided in Table 14.

Table 14
Existing and Proposed FNC and Turning Basin Dimensions (feet)

	Bar Channel (Depth/Width)	Sound Channel (Depth/Width)	Anchorage Basin (Depth)	Basin Expansion (Depth)
Existing	38/400	36/300	36	36
Proposed	47/500	45/400	45	45

*As proposed in Alternative 1, with no FNC modification.

Dredged material quantities and placement of material would be the same as that described for Alternative 1 in regards to material dredged for the footprint expansion, except for the expanded turning basin, which would be deeper and thus have a higher volume of dredged material removed for construction. Additionally, material would be dredged for the proposed channel modification. Anticipated dredged material quantities are provided in Table 15. As described in the DMMP, material dredged from the FNC modification would be placed primarily within the BMC, unless additional permitted sites are available for BU of the material. Sandy material is expected to be dredged from the FNC between stations 510+00 and 685+00. This material would be placed in the permitted Littoral Zone Disposal Area per USACE and regional sediment management plans.

Table 15
Estimated Dredged Material Quantities (Alternative 2)

Feature	West Pier Expansion	East Pier Expansion	North Harbor and West Pier Berthing Areas	Turning Basin Expansion	FNC	Totals
New Work	2.3 mcy	560,000 cy	820,000 cy	5.48 mcy	50.0 mcy	59.2 mcy
Maintenance	N/A	N/A	245,000–530,000 cy/year	211,000–586,000 cy/year	7.3 mcy/year	7.8–8.4 mcy/year

Source: Anchor QEA LLC (2013).

Operation of this expanded Port facility in combination with the proposed channel modification is expected to result in an annual throughput of up to 1.7 million TEUs by 2060. This is increased over projected throughput for Alternative 1, because the larger, deeper FNC is expected to allow larger ships than are currently able to navigate the FNC to enter the Port, thus increasing the Port's ability to attract additional tenants and increase throughput of existing tenants.

4.4 ALTERNATIVE 3: EXPANSION WITH APPLICANT'S PREFERRED CHANNEL MODIFICATION (APPLICANT'S PREFERRED ALTERNATIVE)

Under Alternative 3, the proposed action is the same as described for Alternative 2 except that the proposed FNC modifications include the bend easing at turns 1 and 3 and the extension of the Bar Channel dimensions to Buoy #37. These proposed modifications would increase the amount of new work dredged material associated with the channel modification by approximately 2 mcy and maintenance material by about 400,000 cy/year. Adjusted dredged material quantities are shown in Table 16. Placement options for dredged material would not change from what was described for Alternative 2.

Table 16
Estimated Dredged Material Quantities (Alternative 3)

Feature	West Pier Expansion	East Pier Expansion	North Harbor and West Pier Berthing Areas	Turning Basin Expansion	FNC	Totals
New Work	2.3 mcy	560,000 cy	820,000 cy	5.48 mcy	52.0 mcy	61.2 mcy
Maintenance	N/A	N/A	245,000–530,000 cy/year	211,000–586,000 cy/year	7.7 mcy/year	8.25–8.8 mcy/year

Source: Anchor QEA LLC (2013).

The proposed channel dimensions would be the same as described for Alternative 2, except for the two additional modifications as previously noted. However, because the two proposed modifications to the FNC (the additional easing at turn 1 in the Bar Channel and turn 3 in the Sound Channel and extension of

the Bar Channel dimensions to Buoy #37) could make navigation of the FNC less challenging and more timely, it is anticipated that the Port will more easily attract additional tenants or increase use of the Port by existing tenants compared to the other two action alternatives. Therefore, operation of the expanded Port facility under Alternative 3 is expected to increase the Port's annual throughput to up to 2.0 million TEUs by 2060.

5.0 POTENTIAL COMMUNITY IMPACTS

5.1 SOCIOECONOMIC RESOURCES

The three action alternatives and the No-Action Alternative would have impacts to socioeconomic resources in the area.

5.1.1 Income and Employment

Currently, the Gulfport-Biloxi MSA has an unemployment rate of 9 percent, and the labor force has been declining for a decade. Jobs created by the project would provide opportunities for those currently unemployed, and increased throughput capacity at the Port could attract workers to the area, likely providing a positive impact to the declining economy.

The No-Action Alternative assumes that the existing Port operations with the Restoration Project would continue but does not include the proposed PGEP; therefore, the potential for impacts to the existing employment and income associated with the proposed action would not occur.

Through the No-Action Alternative, it is assumed that the Port would have an annual throughput between 250,000 and 400,000 TEUs, which would grow up to 1.0 million TEUs by 2060. It is estimated that Port operations would require 4.758 employees per 1,000 TEUs (see Appendix C in EIS). Therefore, the No-Action Alternative would provide between 1,190 and 1,903 jobs at completion of the Restoration Project and 4,758 employees by 2060 (see Table 4.3-1 in EIS). The No-Action Alternative would have some benefit to the area labor force, but it would have the least positive impact to labor force and employment compared with the action alternatives.

Alternative 1 is expected to increase capabilities at the Port to create approximately 2,767 construction-related jobs annually over the course of 5 years (see Appendix C in EIS). As such, the construction sector would be the most impacted by Alternative 1. Due to high construction sector unemployment, it is likely that most of the construction jobs would be filled locally, resulting in a small but positive impact to the local labor force and unemployment rates.

Alternative 1 would have a maximum throughput of up to 1.2 million TEUs by 2060, which would potentially require 5,710 employees (see Table 4.3-1 in EIS). Put another way, Alternative 1 would generate 952 more jobs than the No-Action Alternative, of which 250 would be jobs at the Port. Alternative 1 would have greater overall benefits on labor force, employment, and economic sectors than the No-Action Alternative; however, it would provide fewer benefits than Alternative 2 or Alternative 3.

Along with the creation of approximately 2,767 construction-related jobs annually for 5 years, Alternative 2 would have a larger increase in TEU throughput of up to 1.7 million by 2060, which would potentially require 8,089 employees (see Table 4.3-1 in EIS). Put another way, Alternative 2 would generate 2,379 more jobs than the No-Action Alternative, of which 625 would be Port jobs.

Alternative 2 would also require dredging and placement of materials within the FNC, but this activity is specialized and the type of work done by only a few companies within the U.S. Thus, this specific measure of the alternative would have virtually no effect on local employment rates.

Alternative 3 includes a wider turning basin, which would allow 2.0 million TEUs annually by 2060, which in turn would potentially require 9,516 employees. Regardless of which alternative is advanced, including the No-Action Alternative, job growth is anticipated at the Port. Based on data obtained and interviews conducted, this job growth will likely be in more skilled positions at the Port than the City of Gulfport labor force may currently have available. Based on the education level of the population, it is more than likely that the local community members could be trained to handle the future jobs at the Port. This issue is discussed further in Section 5.1.2.

Alternative 3 would have the greatest capacity for TEUs and the most beneficial impacts on labor force and employment compared with all other alternatives.

5.1.1.1 Income and Employment Environmental Justice Viewpoint

The PGEP will not disproportionately or adversely impact a low-income or minority population (EJ Community). The potential impacts anticipated from the PGEP to income and employment would be beneficial. The EJ Community of the City of Gulfport would have the opportunity to benefit from the increased employment. One of the comments presented during the interviews was that the Port would require technically skilled labor. Interviewees felt that the local population would be able to fulfill those roles capably and with specialized job training a higher percentage of local residents would excel in those future roles.

5.1.2 Potential Mitigation Recommendations

A recurring concern from the interviewees was the creation of a job training program. Each of the interviewees understood the importance of economic growth and job creation for the people of Gulfport. They also wanted the Port to take measure to help local residents train and apply for any of the future jobs that would occur as a result of the PGEP. The following potential mitigation recommendations are a result of the interviews conducted for this CIA.

Even if Port expansion is limited to previously approved actions under the No-Action Alternative, Port traffic demand is still expected to grow as is jobs associated with the Port. However, any growth from the No-Action Alternative would be at a lower rate than under the action alternatives due to lack of the proposed improvements that could help attract more tenants and other shipping to the Port.

As one interviewee said, “There are no more unskilled labor jobs. All the back-breaking jobs will be gone. All the new jobs will be online and high tech.” Current Gulfport residents could fill these jobs; however, if there was a comprehensive job training program, even more residents could benefit from the

new jobs. Any potential training program would need to meet the requirements and provide the skill set for a job at the Port.

Another interviewee stressed the importance of including a training program and internship for high school students. Such a program could provide valuable first job experiences for the youth of Gulfport and could cover everything from applying online for a job and interviewing to teaching the skills necessary to succeed in the occupation.

Another interviewee emphasized the importance of flexible scheduling for the job training programming in order to make it available for students, single mothers, and other community members who face time constraints. The interviewee went on to stress the importance of scheduling the work day or offering more part-time positions that are in line with the school schedule.

A job training program as a potential mitigation measure for the No-Action Alternative would not only benefit the community, but also provide the Port with a capable, qualified, and competitive workforce. Additionally it should be stated that the creation of any potential job training program would need the considerable involvement of local community leaders. The local leaders have greater insight into what skills the community members have and what skills need to be augmented by the training programs.

The potential mitigation measures for effects on income and employment are the same for the action alternatives (Alternative 1, Alternative 2, and Alternative 3) as for the No-Action Alternative.

5.2 ROAD AND RAIL TRAFFIC

5.2.1 Traffic

A roadway and rail traffic analysis was completed for the No-Action Alternative and the action alternatives (see Appendix N of the EIS). Within which there are six level of service (LOS) ratings that are depicted by the letters A through F. A description of what these qualitative measure mean is described below:

- LOS A is the best LOS, and represents uncongested traffic with light traffic volumes;
- LOS C is normally the worst LOS tolerated in rural areas before improvements are warranted;
- LOS D is normally the worst tolerated in urban areas;
- LOS E represents traffic volumes near capacity; and
- LOS F is the worst, and represents congested traffic conditions due to traffic volumes that exceed the road's capacity.

The worst acceptable LOS tolerated in urban areas is LOS D, thus road segments operating at LOS E or F would be considered unacceptable.

Existing traffic shows one intersection approach on 28th Street had a minor issues associated with traffic signal delay. Though there is sufficient capacity to accommodate 2012 traffic, the intersection carries traffic volumes that are fairly high for an intersection of two lane roadways. Thus, a long signal cycle time is the cause of the delay (Table 17).

Table 17
Roadway Corridor LOS Deficiencies – 2012 Existing Conditions

Corridor Name	Corridor Limits	Potential Cause of LOS E-F
I-10 Freeway	All LOS D or better	No issues
US 49 (25th Avenue)	All LOS D or better	No issues
US 90 (Beach Blvd.)	All LOS D or better	No issues
Canal Road	All LOS D or better	No issues
25th Street	All LOS D or better	No issues
28th Street	AM LOS E, eastbound approaching Canal Road	Traffic signal delay due to long cycle time, capacity is adequate
30th Avenue	All LOS D or better	No issues

Under the No-Action Alternative anticipated changes in traffic are expected in the project vicinity that are not a result of potential increased throughput at the Port. Analysis of the LOS for roads along primary truck and employee/service vehicle routes serving the Port are expected to be below acceptable levels for an urban area along two sections or roadway and at three intersections by 2060. The roadways are the westbound to southbound loop ramp at the I-10/US 49 interchange (LOS E) and US 49 northbound approaching 28th Street and southbound approaching 25th Street (LOS F). The affected intersections are Canal Road southbound approaching 28th Street (LOS E), 28th Street eastbound and westbound approaching Canal Road (LOS F), and 28th Street eastbound approaching 30th Avenue (LOS F). Additionally, under the No-Action Alternative, delays are expected at rail crossings that would have an average delay time of approximately 2½ minutes each for a total of up to nine trains per day.

Under Alternative 1, although throughput is expected to be higher than for the No-Action Alternative, the increase is not substantial enough to affect traffic delays. Thus, LOS impacts to traffic and delays at rail crossings are expected to be essentially the same as described for the No-Action Alternative.

Addition of the FNC modification under Alternative 2 has the potential to increase throughput at the Port by approximately 700,000 TEUs per year over the No-Action Alternative. As a result, potential traffic related impacts would be larger. The same roadway sections would be impacted as described for the No-Action Alternative, but additional Port-related traffic would also impact one additional intersection (30th Avenue northbound approaching 25th Street). Additionally, although the length of train and speed would not change the 2½-minute delay time, the approximate number of trains per day would increase to 15. Thus, delays at rail crossings in the vicinity of the Port could be encountered more often.

Under Alternative 3, changes to the FNC modification would only slightly increase projected throughput at the Port in 2060. Thus, anticipated changes in LOS impacts would be similar to that described for Alternative 2. The only difference is that the 30th Avenue northbound roadway approaching 25th Street would also have reduced LOS due to the timing of the traffic light at that interchange. In regards to rail crossing delays, the delay time would remain at 2½ minutes but would occur up to 17 times per day.

Overall, the majority of impacts seen in the vicinity of the Port would be caused by background traffic rather than Port-related traffic. Additionally, it should be noted that traffic forecasting and modeling included only those roadway improvements that have been approved and funded. Thus, it is likely that changes in roadway planning over time would alleviate many of the LOS issues identified.

5.2.1.1 Traffic Environmental Justice Viewpoint

Traffic is currently an issue in Gulfport's EJ communities. Background and unrelated Port traffic have contributed to the current traffic conditions in the City of Gulfport. All of the roadways that were analyzed for this CIA showed that traffic in 2012 was predominantly LOS D, which is normally the worst tolerated in urban areas. The one intersection that came out to a LOS E, which represents traffic volumes near capacity, is located in a census tract block group with minority population percentage greater than the city average of 43.1 percent (Figure 4).

The No-Action Alternative and the three action alternatives would generate impacts to traffic in census tract block groups with higher percentage than city minority population. This is an unavoidable impact as the truck routes associated with the Port were established on the roadways prior to the growth of the neighborhoods. However the majority of those impacts will not be felt until 2020. Alternative 1 would have the same potential impacts and time frame as the No-Action Alternative. Alternative 2 and Alternative 3 would have the same potential impacts and time frame as the No-Action Alternative and affect two and four additional intersections, respectively, by 2060. Given the sufficient timeframe to address the potential issues associated with all three action alternatives, and even with the No-Action Alternative, these issues would not be considered impacts if they are mitigated beforehand.

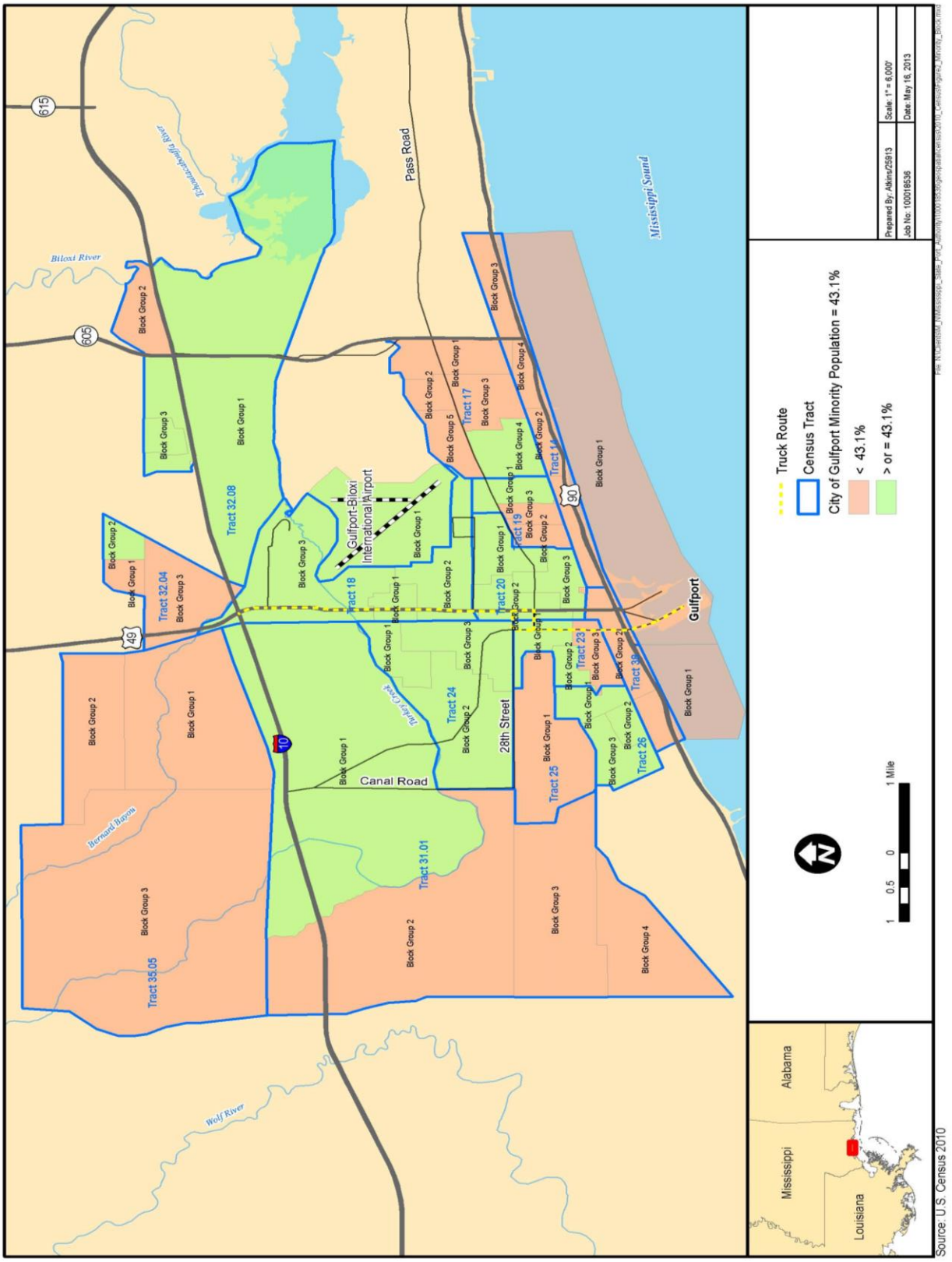

Figure 4: 2010 Percentage Minority by Census Block Group

5.2.2 Potential Mitigation Recommendations

This section organizes the list of roadway improvements to identify those that might be a direct result of new traffic generated by the three action alternatives. Those improvements that are a product of background traffic growth in the Gulf Coast urbanized area and growth in shipping activity constrained by previously approved expansion actions are initially identified so that those explicitly resulting from the proposed Port expansion alternatives can be separated.

5.2.2.1 Traffic Mitigation – No-Action Alternative

Even if Port expansion is limited to previously approved actions, Port traffic demand is still expected to grow, but at a lower rate than the action alternatives. Table 18 summarizes which road network improvements would be needed regardless of any action alternatives.

Table 18
Roadway Improvement Needs – No-Action Alternative

Year Needed	Corridor Name	Location	Potential Improvement	Comments
2020	28th Street	Canal Road Intersection	Eastbound Channelized Through Lane	Could be included with the committed Long-Range Plan (LRP) project to add two-way left-turn lane (TWLTL) to 28th Street from Canal Road to 30th Avenue
2040	28th Street	West of Canal Road to 30th Avenue	Widen 28th Street to 4 lanes with TWLTL	New project needed to handle regional traffic growth beyond 2035 Gulf Regional Planning Commission (GRPC) LRP
2040	Canal Road	28th Street Intersection	Add second southbound left-turn lane	Could be included with uncommitted LRP project to add TWLTL to Canal Road from south of I-10 to 28th Street
2060	US 49	25th Street to south of 28th Street	Eliminate on-street parking, restripe existing roadway from 4 to 6 lanes	Low cost project
2060	I-10/US 49 Interchange	Westbound to southbound loop ramp	Close loop ramp, construct left turn lanes on existing westbound to northbound ramp, add traffic signal to US 49 for left turn lanes	New project needed to handle regional traffic growth beyond 2035 GRPC LRP if planned new I-10 interchanges are not built (Airport Road or I-310)

5.2.2.2 Traffic Mitigation – Alternative 1

Added traffic resulting from Alternative 1, expansion of the Port area, does not result in the need for additional improvements beyond those required to sustain background traffic growth and Port traffic growth associated with the No-Action Alternative (see Table 18).

5.2.2.3 Traffic Mitigation – Alternative 2

Table 19 summarizes the roadway improvements that would result from the implementation of Alternative 2. These improvements would be in addition to the No-Action Alternative improvements (see Table 18).

Table 19 17
Roadway Improvement Needs – Alternative 2

Year Needed	Corridor Name	Location	Potential Improvement	Comments
2060	30th Avenue	Northbound at 25th Street	Add northbound right-turn bay	Low cost project
2060	US 49	Southbound at Creosote Road	Widen roadway to add second southbound left-turn lane	Depends on uncommitted GRPC LRP project to widen Creosote Road to 4 lanes from US 49 to Three Rivers Road

5.2.2.4 Traffic Mitigation – Alternative 3

Table 20 summarizes the roadway improvements that would result from the implementation of Alternative 3. These improvements would be in addition to the No-Action Alternative (Table 18) and Alternative 2 (Table 19) improvements.

Table 20
Roadway Improvement Needs – Alternative 3

Year Needed	Corridor Name	Location	Potential Improvement	Comments
2060	30th Avenue	Southbound at 19th Street	Evaluate traffic signal timing and turn lane use	Low cost project
2060	Canal Road	South of I-10 to 28th Street	Widen roadway to add TWLTL	TWLTL is an uncommitted GRPC LRP project

5.3 AIR QUALITY

5.3.1 Potential Impacts

No construction or emission sources are associated with the No-Action Alternative, but over time, the Port is projected to achieve an annual throughput of up to 1.0 million TEUs by 2060. Therefore, it is expected that air contaminant emissions associated with Port operations would increase. Temporary increases in air pollution, including emissions of volatile organic compounds, nitrogen oxides, carbon monoxide, sulfur oxides, particulate matter of 10 micrometers or less, and particulate matter less than 2.5 micrometers in diameter, would result from the marine vessels and land-based equipment associated with construction of all action alternatives. However, emissions from these construction activities are not expected to adversely impact the long-term air quality in the area. For Alternative 3, operation of the

expanded Port facilities in combination with the proposed channel modifications is anticipated to result in an increase in throughput projected to reach 2.0 million TEUs by 2060. As such, it is expected that air contaminant emissions would increase due to increased cargo transport to and from the Port. Therefore, in the long term, this alternative is anticipated to have an increase in impacts compared to the No-Action Alternative, Alternative 1, and Alternative 2.

The vehicular air quality study is still being conducted and will be included in the next version of this Community Impact Assessment.

5.3.1.1 Air Quality Environmental Justice Viewpoint

The vehicular air quality study is still being conducted and will be included in the next version of this Community Impact Assessment. The analysis will identify any EJ communities that could be potentially impacted by any of the PGEP Alternatives.

5.3.2 Potential Mitigation Recommendations

Potential mitigation recommendations will be included after the vehicular air quality study is concluded, as applicable.

5.4 NOISE

5.4.1 Potential Noise Impacts

During any construction project, the overall noise levels vary based on the level of construction activity, the types of equipment that are being operated onsite, proximity to construction site, and the types of equipment operated simultaneously. Noise data for the Port were not available; however, noise data from the Port of Los Angeles were adjusted to levels anticipated from operational activities at the Port.

The amplitude of a sound corresponds to the human sensation of loudness. Human reaction to loudness, or sound pressure, is measured in terms of sound pressure levels, and expressed in terms of decibels (dB). Regulatory agencies involved in assessing community noise or establishing noise standards typically require that measurements and analysis of noise be performed using the A-weighted sound level (dBA), which is adjusted in a manner similar to human perception.

Under the No-Action Alternative, an annual throughput of between 250,000 and 400,000 TEUs is anticipated following completion of the Restoration Project, with the potential to reach 1.0 million TEUs by 2060. Most of the increase in Port operations would occur at the existing West Pier, which is located approximately 2,400 feet from the nearest noise-sensitive receptor. Using the operational range from the Port of Los Angeles, which has a throughput of approximately 8.0 million TEUs resulting in an operational noise level of 55 to 70 dBA at 1,100 feet (discussed in Section 3.6.2), noise levels at the noise-sensitive receptor nearest the West Pier Expansion caused by operations at the Port would be in the approximate range of 39 to 54 dBA for year 2060.

The implementation of the PGEP would result in short- and long-term noise in the vicinity of the project area. Short-term noise would be associated with construction activities at the West and East piers, placement of fill in the North Harbor, construction of an eastern breakwater, and dredging associated with the expansion of the Turning Basin. Project-related long-term noise would be associated with increased Port operations.

Evaluation of potential noise sources indicates that 10 pieces of simultaneously operating heavy equipment would have an average noise level of 85 dBA at 50 feet and a combined noise level of 95 dBA. The noise level would be 63 dBA at 2,100 feet (i.e., the distance from the North Harbor to the nearest noise-sensitive receptor). Expansion activities at the East Pier, North Pier, and proposed breakwater would be a greater distance from noise-sensitive receptors, so project-related construction noise at communities would be less when work is underway in those areas.

A dredge with a noise level of 70 dBA at 50 feet would result in a noise level of about 29 dBA at a distance of 5,700 feet (i.e., distance between dredging activities and the nearest noise-sensitive site). Two dredges operating in close proximity to each other would result in a noise level of 32 dBA at a distance of 5,700 feet. The noise generated by dredging activities would not be noticeable in communities and should not generate complaints at noise-sensitive sites.

Besides the short-term noise levels associated with the construction of the PGEP, the projected increase in throughput of the action alternatives would, in turn, increase operational noise at the Port. Alternative 1 would increase TEUs handled at the West Pier to 1.2 million by 2060. Typical noise levels at the noise-sensitive receptor nearest the West Pier caused by operations would be in the approximate range of 40 to 55 dBA for year 2060, an increase of about 1 dBA compared with the No-Action Alternative.

Alternative 2 would increase TEUs handled at the West Pier to 1.7 million by 2060. Typical noise levels at the noise-sensitive receptor nearest the West Pier caused by operations would be in the approximate range of 41 to 56 dBA for year 2060, an increase of about 2.0 dBA compared with the No-Action Alternative.

Alternative 3 would increase TEUs handled at the West Pier to 2.0 million by 2060. Typical noise levels at the noise-sensitive receptor nearest the West Pier caused by operations would be in the approximate range of 42 to 57 dBA, an increase of only 3 dBA compared to the No-Action Alternative.

Considering the distance from the operational noise sources to the nearest sensitive receptor and typical ambient noise levels in communities, the low level of project-related operational noise resulting from the West Pier Expansion should not be noticeable and should not result in noise complaints.

It should be noted that a noise analysis of rail traffic is currently being conducted and will be included in the next version of this Community Impact Assessment.

5.4.1.1 Noise Environmental Justice Viewpoint

The noise study used for PGEP EIS focused on a Return on Investment (ROI) for roadway traffic noise. The ROI used in the noise study extends from Landon Road north of I-10 to US 90 on the south, and from US 49 on the east to Canal Road and 30th Avenue on the west. Roadway traffic includes passenger cars, service trucks, and freight trucks. This covers a few communities with minority populations greater than the city average.

Forecasted increases in 2060 traffic volumes resulting from the No-Action Alternative ranged from a low of 80.4 percent on 25th Street to a high of 97.4 percent on 30th Avenue. Because traffic volume increases would be less than double, we can conservatively estimate a less than 3-dBA increase in traffic noise throughout the ROI. Using the current noise conditions, Port-related roadway traffic noise levels would conservatively increase from 48 dBA to less than 51 dBA in light suburban areas, and from 51 dBA to less than 54 dBA in light urban areas. Changes in noise levels of 3 dBA or less are not typically detectable by the average human ear (FHWA, 2011)

Therefore, based on Federal Transit Administration (2006) transit noise impact parameters, the No-Action Alternative would have a negligible effect on the noise environment. This means that the change in the cumulative noise level within the traffic corridor would result in an insignificant increase in the number of people highly annoyed by the noise increase.

Construction of any of the three action alternatives would require the use of heavy equipment. Noise levels associated with heavy equipment typically used for construction activities associated with the proposed expansion range from approximately 67 to 105 dB at a distance of 50 feet. During any construction project, the overall noise levels vary based on the level of construction activity, the types of equipment that are being operated on-site, and the types of equipment operated simultaneously.

As noted in Section 3.6.2 of the EIS, measured ambient noise levels at noise-sensitive receptors in communities with a similar degree of neighborhood activity ranged between 60.9 and 65.1 day-night sound level (L_{dn}) (HFP Acoustical Consultants, Inc., 2002). Therefore, any noise generated by dredging activities would not be noticeable in communities and should not generate complaints at noise-sensitive sites in closest proximity to the project. In addition, any noise occurring from the PGEP and dredging operations would be temporary and could be restricted to daylight hours. Considering the distance between Port expansion or dredging operations and the noise-sensitive sites (between 2,100 and 5,700+ feet), the exposure to existing noise from the much closer Port/industrial activities, as well as existing neighborhood sources (i.e., traffic, common neighborhood activities, etc.), project-related short-term noise associated with Alternative 1 would be anticipated to be insignificant.

Forecasted changes in traffic volume resulting from the implementation of Alternative 1 would result in very small increases in traffic volumes within the ROI. The increase would range from 0.1 percent on 25th Street to 2.6 percent on 30th Avenue (see Table 4.6-2 in the EIS). The change in noise resulting from

this small increase in traffic when compared to the No-Action Alternative would not be perceptible to the human ear.

Alternative 2 and Alternative 3 would have similar noise affects as Alternative 1. Overall noise from any of the alternatives would not impact any EJ communities. A study of rail traffic noise is being concluded and will be included in the next version of this CIA.

5.4.2 Potential Mitigation Recommendation

Any potential mitigation recommendations will be included after the noise analysis of rail traffic is concluded, as applicable.

When considering the potential for disproportionate impacts on minority, low-income, or LEP populations for the CIA, census data were used to evaluate Gulfport relative to Harrison County. Based on that data there is no disproportionate impact on minority, low-income, or LEP populations. Information presented in Tables 2, 3, and 16, in conjunction with field observations made during the CIA process, demonstrate there would be no appreciable difference between the potential impacts to EJ communities. Additionally there would be beneficial impacts to all communities in the form of increased jobs and economic growth.

5.5 COMMUNITY COHESION

Community cohesion is generally characterized by interaction amongst neighbors and friends, participation in community activities and organizations, and involvement in local government and politics. Cohesive communities may also have several generations of families, extended families, and strong informal (nongovernmental) social support networks that can provide for childcare, emergency assistance, and spiritual guidance, among other possibilities. Transportation and land use changes can have effects on community cohesion. People and relationships can be separated by barriers and greater distances, affecting their ability to see and communicate with one another easily. Alternatively, transportation facilities can tie the communities more closely together, making it easier for people to interact.

Community cohesion can be defined in many ways, but primarily it is identified as those things that allow shared perceptions and attitudes about a specific place. According to the FHWA, Office of Environment and Planning, it is generally expressed through "identification with, commitment to, and attitude toward a particular identifiable area" (FHWA, 1996). Consequently, it is usually defined in terms of spatial relationships, but can also be based on common characteristic, interest, or economic status. In assessing impacts to community cohesion in the City of Gulfport, a qualitative methodology was utilized, which was based on field observation within the community, discussions with community leaders, and review of project comments from past public involvement activities (see Section 2.0).

5.5.1 Community Cohesion Environmental Justice Viewpoint

While some of the residents of the City of Gulfport walk and bike to access various parts of the city, as observed during field investigations, residents do rely heavily on vehicular transportation for access to work sites, schools, recreational opportunities, places of worship, medical facilities/services, and other community activities. As identified in the U.S. Census Bureau and by interviews conducted for this CIA, the City of Gulfport has an aging population and a high concentration of minority population.

According to one interviewee, "Growth and lack of growth each have their problems. We can work with the growing pains. It is an inconvenience but a good inconvenience… Growth can provide opportunities for people to get along with each other." The PGEP would be primarily situated in an industrial area, but it would affect the whole community of Gulfport. The Port is one of Gulfport's largest employers and is one of Gulfport's economic pillars; in fact, the Port predates the City of Gulfport. The PGEP would increase the viability of the Port, which according to one of the interviewees would help increase community cohesion. The Port would not change the community's overall sense of place; however, increased traffic could cause neighborhoods to feel more isolated and difficult to navigate for motorist and pedestrians. However, the traffic analysis presented earlier indicates that potential impacts to area traffic would be largely a result of background traffic, though the Port would be one of many contributors to the overall roadway traffic of Gulfport. Additionally, the potential effects of traffic would not occur until 2020. This added traffic would ramp up gradually over the course of years, which would give the community time to adapt, plan, and prepare.

Furthermore, induced growth from the PGEP would occur that would also increase the local economy. However, rail traffic associated with increased Port capacity would need to be addressed. An analysis of the rail traffic is being conducted and will be included in the next update of this CIA.

The alternatives of the PGEP would change the face of the Port but not the sense of community. The City of Gulfport's EJ communities would be able to continue as they have and would not be adversely or disproportionately affected by the PGEP.

5.5.2 Potential Mitigation Impacts

A recurring concern from the interviewees was the lack of dialogue between community leaders and the Port. Each of the interviewees understood the importance of economic growth and job creation for the people of Gulfport, and they also wanted the Port to involve them in any measures taken to mitigate any potential impacts from growth at the Port. One interviewee said, "People feel like they have been betrayed, lied to, and mistreated because of the way the data was presented." Therefore, it is important to have community involved in a significant way in any implementation of mitigation.

Regardless of which alternative is advanced for the Port, the Port is still expected to grow. The degree of change would be the only difference among the four project alternatives. As a result, the mitigation discussion for community cohesion is the same regardless of the alternative advanced.

An interviewee stressed the importance of flexible scheduling for work hours at the Port: "Changing the schedule would make it easier for parents to have day jobs at the Port, jobs that could be done by single mothers." This sentiment was also echoed by other interviewees.

A recurring topic from the interviews was entrepreneurship. Many of the interviewees felt that entrepreneurship was lacking in the community. That lack of entrepreneurship was creating an attitude of negativity. Projects like the PGEP would have the opportunity to change that by providing a dialogue and mechanism for involving the community and local vendors in the PGEP and ultimately supporting entrepreneurial activities.

Another recurring topic of discussion was about community improvements. Many felt that the Port was not doing its best at visual beautification along US 90 when the community was making efforts in this area. Suggestions were made to include public art, mosaics, and context sensitive design to beautify the area around the Port and create a sense of place for the community. The interviewees felt that any activity undertaken to meet the community needs would greatly enhance community cohesion and make local residents prouder of Gulfport.

Recommended potential mitigation measures to address community involvement based on this CIA would be to develop a plan of continuous outreach between the Port and community leaders. This measure would work with community leaders to allow them to voice their needs, beyond that of flexible work scheduling and promoting entrepreneurship, and identify mechanisms through which the Port and community could work together to enhance the cohesion within the community. Another mitigation measure to address community involvement would be implemented by a beautification program around the Port. Through input from local residents and community leaders, the Port could undertake actions that would greatly aide in community cohesion.

6.0 SUMMARY AND RECOMMENDATIONS

The alternatives analysis presented in the EIS (sections 2 and 4) provides information necessary to identify the environmentally preferable alternative, i.e., the one with the least overall negative impacts to the environment. In general, the selected alternative should minimize damage to the biological and physical environment while protecting, preserving, and enhancing historic, cultural, and natural resources (40 CFR 1508.14).

Three action alternatives were evaluated in this EIS and compared to the No-Action Alternative. The three action alternatives evaluated are Alternative 1 (expansion with no channel modification), Alternative 2 (expansion with channel modification 1), and Alternative 3 (expansion with Applicant's preferred channel modification). As discussed in Section 2.4 of the EIS, potential impacts associated with the action alternatives are very similar for most resources. The majority of differences are associated with the addition of the channel modification in alternatives 2 and 3 compared to Alternative 1 and the changes associated with increased throughput. For the most part, differences associated with the channel are the result of increased dredging during construction and potentially during maintenance activities. These increases would be short term and do not significantly affect the resources long term. The primary differences between the alternatives are show in Table 21.

Table 18
Primary Alternative Differences

Criteria	No-Action	Alternative 1	Alternative 2	Alternative 3
Dredged Volume (construction)	0	7.4 mcy	59.2 mcy	61.2 mcy
Potential Annual TEU Throughput (2060)	1.0 million	1.2 million	1.7 million	2.0 million
Job Creation (full-time equivalent jobs by 2060)	4,758	5,710	8,089	9,516
Traffic (Roadways/Intersections with Unacceptable LOS in 2060)	2/3	2/3	3/3	3/3 with additional signal issue at one intersection
Traffic (Number of Potential Rail Crossing Delays per Day)	9	9	15	17
Vessel Trips (Daily Vessel Trips in 2060)	4.6	5.5	3.1	3.7

The MSPA identified Alternative 3 as their preferred alternative because the additional changes to the FNC would potentially allow increased throughput compared to the other alternatives. As can be seen in Table 10.0-1 in the EIS, the number of full-time equivalent jobs created by 2060 would be expected to be approximately 1,427 higher under Alternative 3 compared to Alternative 2.

The largest negative impact associated with alternatives 2 and 3 is the number of daily train trips. The number of trips would almost double by 2060 compared to the No-Action Alternative and Alternative 1.

There must be a balance with potential beneficial impacts outweighing potential negative impacts. Since the EIS looks at actions today affecting decades into the future, there are actions that could be taken to mitigate for traffic delays at rail crossings (Section 6 of EIS).

Additional negative effects associated with alternatives 2 and 3 compared to Alternative 1 would be either short term or potentially mitigated, and the jobs created and resulting boost to the local economy, as well as the reduced risk of spills, are long-term benefits.

This CIA concurs with the MSPA findings; Alternative 3 is the most beneficial alternative when compared to all other alternatives. Increased throughput potential associated with alternatives 2 and 3 would equate to increase in beneficial impacts such as increased jobs, increased revenue, and associated economic benefits in the area. It was stated in conversations with community members that economic growth is needed in the city. Alternative 3 would lead to the greatest economic growth.

This CIA also suggests implementing mitigation measures even if the No-Action Alternative is selected. Suggested mitigation measures include:

- A job training program, as outlined in Section 5 would not only benefit the community but also provide the Port with a capable, qualified, and competitive workforce. This mitigation measure ensures that the PGEP would meet its potential to beneficially impact the EJ community.
- Roadway improvements listed in Section 5.2 would ensure that minority neighborhoods would not be adversely impacted.
- Flexible work schedules for work hours at the Port would allow greater participation from not only the EJ communities but also the City of Gulfport.
- The Port could promote entrepreneurship in the community. Projects like the PGEP could have the opportunity to involve local vendors and ultimately support entrepreneurial activities. Again, this measure would allow greater participation from not only the EJ communities but also the City of Gulfport.
- The Port could engage in additional visual beautification along US 90. Providing public art, mosaics, and context sensitive design to beautify the area around the Port and create a sense of place for the community.
- The Port could engage in a plan of continuous outreach between the Port and community leaders. This measure would work with community leaders to hear their needs and identify areas where the community could work together.

Finally, census data were used in the CIA to evaluate the City of Gulfport relative to Harrison County so as to assess the potential for disproportionate impacts on minority, low-income, or LEP populations from the proposed alternatives. Based on that data, no disproportionate impact on minority, low-income, or LEP populations would be anticipated. Information presented in this CIA, in conjunction with field observations made during the CIA process, demonstrate there would be no appreciable difference between the potential impacts to EJ communities and the general communities. Additionally, there would be beneficial impacts to all communities in the form of increased jobs and economic growth. The

mitigation measures presented for income, employment, and community cohesion are designed to provide a forum for greater involvement between the Port and the community. The mitigation measures presented for traffic impacts must be implemented to ensure adequate roadway capacity and to lessen any potential future impacts from the PGEP.

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Attachment A

Summary of Community Impact Assessment Interview Contact

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Interview Entity	Contact Person	Result of Contact Efforts	Interview Held Date/Time/Location
Service Organizations			
N. Gulfport Senior Center		Called 10-22-13 and left message. Called 10-23-13 and left another message.	NO INTERVIEW MADE
Gulfport School District	Velma Johnson, Coordinator	Called 10-22-13 and left message. Received return call offered interview, was told to expect a return call. Did not hear back.	NO INTERVIEW MADE
Rotary Club of Gulfport	Edwin Allen, Community Service Chairman	Sent message via Rotary website.	NO INTERVIEW MADE
Mississippi City Lions Club	Billy Bragg, President	Called 10-22-13.Wrong number listed. Could not find the correct number.	NO INTERVIEW MADE
PEO Sisterhood, Chapter B, Gulfport	Carol Reeves	Called on 10-23-2013. Declined to be interviewed.	NO INTERVIEW MADE
America Business Women's Association	Liz Hoop, Secretary	Sent email, no response.	NO INTERVIEW MADE
National Association of Retired Federal Employees (NARFE)	Norman, Member	Called 10-22-13. Wrong number listed.	NO INTERVIEW MADE
Coast Young Professionals	Kelsey Blum, Communications Director	Left message 1-3-2014. Blum called back, denied request.	NO INTERVIEW MADE
Boys and Girls Club	Tawana Banks	Left message 1-3-14. Left message 1-31-14.	NO INTERVIEW MADE
Coastal Family Health Center	Cathy Dumal, Project Director	Left message 1-3-14. Left message 1-31-14.	NO INTERVIEW MADE
Coastal Women For Change	Latanya Winn	Left message 1-3-14. Phone didn't connect after three attempts on 1-31-14.	NO INTERVIEW MADE
Disability Connection		Called 1-3-14. Called 1-7-14 and left message. Called 1-31-14 and left message.	NO INTERVIEW MADE
Gaston Point Community/Development Corporation	Brillia Hudson, Program Coordinator	Left message 1-3-14. Tentative yes. Sent information on 1-31-14. Called on 2-7-14 to follow up and confirm appointment time on 2-20, left message.	2-20-14 at 2:00 pm
Habitat For Humanity	Lindsay Freise Adele Lyons	Tentative yes, email info pack. Agreed to participate. Emailed to set up interview for morning of 2-20-14	2-20-14 at 9:00 am.

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Interview Entity	Contact Person	Result of Contact Efforts	Interview Held Date/Time/Location
Gulf Coast Community Ministries	Amelia Bordeaux, Volunteer Coordinator	Left message 1-3-14. Left message 1-31-14.	NO INTERVIEW MADE
Gulf Coast Community Foundation	Lisa Schonewitz	Left message 1-3-14. Left message 1-31-14.	NO INTERVIEW MADE
Gulf Coast Community Action Agency, Inc.	Erica Hollimon	Left message 1-3-14. Left message 1-31-14.	NO INTERVIEW MADE
Hands on Mississippi	Holly Gibbs, Executive Director	Agreed on 1-3-14. Called on 2-7-14 to follow up and confirm appointment time on 2-20, left message.	~~2-20 at 11:00 am~~. Cancelled
Gulf Coast Heritage Trails Partnership	Geneva Drummer, Assistant	Denied request 1-3-14.	NO INTERVIEW MADE
HOPE Adult Learning	Donna Daulton, Program Director	Tentative yes, emailed info pack. Decided to not participate on 1-31-14. Emailed on 2-13 to see if we would do a telephone interview.	~~Week of 2-17-14~~ NO INTERVIEW MADE
Land Trust for the Mississippi Coastal Plain	Connie Thrift, Operations Manager	Denied request 1-3-14.	NO INTERVIEW MADE
International Relief and Development- Youth Build	Thomas Patten	No longer operational.	NO INTERVIEW MADE
Open Doors Homeless Coalition	Brandi Clarke, Project Homeless Connect	Left message 1-3-14. Left message	NO INTERVIEW MADE
The Nourishing Place	Brenda Boothe, Associate Director	Call the Rev Jane Stanley (228) 596-1186. Called 1-31-14 agreed to interview. Confirmed interview on 2-17	2-20 at 1:00 pm.
Presbytery of MS Disaster Recovery	Virginia Stewart	Disconnected number.	NO INTERVIEW MADE
The Village El Pueblo	Jennie Searcy, Executive Director	Closed on Fridays. Called on 1-7 and left message.	NO INTERVIEW MADE
United Way of South Mississippi	Aletha Burge, Director Community Impact	Agreed. Left message 1-3-14. Spoke later in day 1-3-14. She would confirm with her boss. She left message on 1-6-14 to say they could do it on 1-17-14. I confirmed on 1-9-14 that we will interview week of 2-17-14. Called on 2-7-14 to follow up and confirm appointment time on 2-20, left message.	2-20 at 1:00 pm.

Attachment A: Summary of Community Impact Assessment Interview Contact

Interview Entity	Contact Person	Result of Contact Efforts	Interview Held Date/Time/Location
Southern Mississippi Planning and Development District - Area Agency on Aging	Cynthia Caldwell	Left message 1-3-14. Left message 1-31-14.	NO INTERVIEW MADE
South Mississippi Housing & Development Corp	Vicky Richardson, Volunteer Coordinator Judith Moran	Tentative yes, email info pack to Judith Moran. Called on 2-7-14 to follow up and confirm appointment time on 2-20, left message. Confirmed appointment.	~~2-20 at 3:00 pm.~~ Canceled interview
Salvation Army	Zach Rhodes, Volunteer Coordinator	Left message 1-3-14. Left message 1-31-14.	NO INTERVIEW MADE
Gulfport Branch NAACP	Ruth Story?	Emailed group on 1-31-14, asked for response by 2-5-14, none received as of 2-6-14	NO INTERVIEW MADE
Center for Fair Housing	Teresa Bettis	tfbettissacfh.org. Emailed group on 1-31-14, asked for response by 2-5-14, none received as of 2-6-14.	NO INTERVIEW MADE
Center for Environmental and Economic Justice	Bishop James Black, Executive Director	Emailed on 1-31-14, asked for response by 2-5-14, none received as of 2-6-14	NO INTERVIEW MADE
Religious Groups			
The Tabernacle of Faith Ministries	Bishop Anthony Thompson	Verbally agreed on 1-3-14. Called on 2-7-14 to follow up and confirm appointment time on 2-20. Opted for 10 am meeting time.	2-20 at 10:00 am.
Little Rock Missionary Baptist Church	Pastor James Beal	Verbally agreed on 1-3-14 Called on 2-7-14 to follow up and confirm appointment time on 2-20, couldn't leave message. Will send email. Sent email set interview.	~~2-20 at 11:00 am~~. Canceled interview
Christian Worship Holy Ministries	Pastor Cora Walker	Verbally agreed on 1-3-14. Called on 2-7-14 to follow up and confirm appointment time she was unable to speak due to death in family. She urged me to call back next week. Called back and left message 2-10.	NO INTERVIEW MADE
Christian Missionary Baptist Church	Pastor Alphonso P Butler	Left message 1-3-14. Called on 2-7-14, he is a tentative yes. Will email him an info pack and ask for response by 2-12-14. Wrong email	~~2-20 at 2:00 pm.~~ Cancelled interview.

Attachment A: Summary of Community Impact Assessment Interview Contact

Interview Entity	Contact Person	Result of Contact Efforts	Interview Held Date/Time/Location
		address. Called to correct address and left message on 2-10.	
Rivers of Living Waters	Bishop B.R. Jackson	Verbally agreed on 1-3-14. Called on 2-7-14 to follow up and confirm appointment time on 2-20. Opted for 1 pm meeting time.	~~2-20-14 at 1:00 pm.~~ Cancelled interview.
Cornerstone Baptist Church	Pastor B. Simpson	Verbally agreed on 1-3-14. Called on 2-7-14 to follow up and confirm appointment time on 2-20. Opted for 10 am meeting time.	~~2-20-14 at 10:00 am~~. Cancelled interview.
Mt. Calvary M.B church	Pastor Fred Harper	Left message 1-31-14. Called back on 2-7-14 to agree to meeting.	~~2-20-14 at 2:00~~ Cancelled interview.
Family of Life Christian Center	Pastor Darnel Turner	Tentative yes 1-31-14. Sent info pack. Unsure if he can attend, wants me to put him down as a maybe for the 1:00 pm session.	~~Maybe 2-20-14 at 1:00 pm.~~ Cancelled interview.
Greater Mount Rest	Pastor Charles Miskell	Left message 1-31-14. Left message 2-7-14.	NO INTERVIEW MADE
Mount Pleasant United Methodist Church	Flower White (POC) Pastor Lindsey Robinson	Left message 1-31-14. Called on 2-7-14. Tentative yes. Will email info pack. Sent info pack and scheduled interview.	~~2-20 at 10:00 AM~~ Cancelled interview.
The following individuals spoke at the last scoping meeting			
Harrison County Development Commission	John "Shorty" Sneed	Called on 10-22-13 and left message. Called again on 10-23-13.	NO INTERVIEW MADE
Steps Coalition	Howard Paige	Spoke with Mr. Paige, asked him to join meeting. He is going to coordinate with Mr. Morse about number of people to bring. He will return with a number or Wednesday the 12th.	2-20-14 at 2:00 pm
Turkey Creek Community	Lettie Evans Caldwell	Called number on sign in sheet was not able to connect.	NO INTERVIEW MADE
Services International Gulfport	William Davis	Called on 10-22-13 no message machine.	NO INTERVIEW MADE
MS Center for Justice	Reilly Morse	Spoke with Mr. Morse, asked him to join meeting. He is going to coordinate with Mr. Paige about number of people to bring. He will	~~2-20-14 at 1:00 pm~~

Attachment A: Summary of Community Impact Assessment Interview Contact

Interview Entity	Contact Person	Result of Contact Efforts	Interview Held Date/Time/Location
		return with a number or Wednesday the 12th. Emailed on 2-12 to say that they would not be able to make it that day.	
North Gulfport Community Land Trust	Rose Johnson	Called 10-22-2013 mailbox full, unable to leave message. Called 2-7-14, mailbox is still full.	NO INTERVIEW MADE
Port Campaign Coalition	Glenn Cobb	Mr. Paige offered to contact the Port Campaign Coalition and bring them to the meeting.	~~2-20-14 at 2:00 pm~~ Cancelled.
Gulfport Towing	Michael Vitt	Called 10-22-13 and 10-23-13. Left messages.	NO INTERVIEW MADE

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Attachment B

Interview Questions

Date: Location:

Interviewee: Adele Lyons, Habitat for Humanity

Interviewer: Alex Amponsah and Munther Sahawneh

Open questions about their entity:

(These questions are intended as an icebreaker to get the interviewee talking and comfortable)

Baseline Information

1. How long have you been in the Gulfport area? _____
2. How would you best describe Gulfport?
3. What changes have you noticed during your time in Gulfport?
4. How have these changes affected Gulfport?
5. How have the changes affected your organization?
6. Where/Who are the major employers for Gulfport citizens?

Attachment B: Interview Questions

Questions about the proposed expansion:

1. How do you see the proposed Port Expansions project affecting Gulfport overall?

2. What specific changes do you anticipate?

3. How do you think it will affect employment opportunities?

4. How do you think it would affect access to and within town?

5. How do you think the project would affect interaction by the citizens?

6. What changes in land use and development would you anticipate overall for these options?

7. Could the project be improved to better represent the needs of Gulfport? If so, how would that be accomplished?

General comments: